



U.S. Merchant Marine Academy

Personal Histories

click on the names below for personal histories

Section A - B

Allen, Alt, Anderson D, Anderson R, Anderson T

Ayers, Bachko, Ballou, Bartlett, Bathurst, Baugh, Becker

Beebe, Bein. Boller, Bronson, Brown H., Brown J., Bryan, Bucher



PART TWO

PERSONAL HISTORIES
OF
CADETS, MIDSHIPMEN &
OFFICERS
IN
U. S. MERCHANT MARINE CADET CORPS
AND
U. S. MERCHANT MARINE ACADEMY

GRADUATES OF 1942

There were many things which he stretched,
but mainly he told the truth.

Mark Twain

Section A - B

(1) Allen, Alt, Anderson D, Anderson R, Anderson T

Drew Allen,

Deceased

“Oilcan” Quaker ROAD, CHAPPAQUA, NY



Fig 203
Drew Allen

Although quiet and reserved, Drew likes to tell of the rescue of men from a ship torpedoed at sea. It is just one of the many experiences he had. Got his nickname from the fact that he carried an old oil can whenever possible.

Secretary-Treasurer of his class

Among the graduates lost, missing or deceased as of 10/15/46

Appointed Cadet in Ny, 7/11/41

Completed 4th Class 9/12/41

Graduated A 12/7/42

Deceased 9/19/43 (Hyasthenia Gravis)

He achieved the rank of third Assistant engineer but did not sail after graduating.

Drew Allen was an engine cadet in section 1 - H - 2 and graduated December 7, 1942 with his class. He sailed on a tanker during his cadet time at sea and briefly after graduation. We are to understand he became seriously ill during the war and made his last voyage then.

Theodore E Alt

Survey of the Chrysler Estate, Jan. 1942 *Hand written Commentary:*

Jackie Wilson ordered four or five cadet/engineers plus one cadet officer to survey Chrysler Estate for estimate of ability to house cadets. Cadet officers to drive Wilson's car. Zaveen Mukhalian may have been C/O. Schenk, Charles Tucker, T.E.Alt, -?-, -?-, were to measure, plan and report to Wilson. The car was a two door and could accommodate a maximum of six. We travelled over the Bronx-Whitestone Bridge to Great Neck. We stopped to ask directions and guidance from an attractive female resident, establishing the first important liaison with the Great Neck community. The woman was a telephone operator. (1942 telephone communications were rapid and prolific). We were greeted by a caretaker at the main entrance who asked us to walk carefully on the carpet in the foyer, valued at \$65,000. The bedroom of Mrs. Chrysler had yellow silk covered walls, closets resembled hallways, bathe with bidet. This was carefully studied by the C/E's, intrigued by the hydraulic jet delivery. The kitchen, "galley" was enormous, the music room was furnished with an organ console, and a grand piano while a conservatory and balcony rounded out this tour. It all gave a vivid impression of the auto manufacturer's wealth (1930-1940 era). The garage had a collection of tools (some hand made) used by Walter Chrysler in his early years.

Wilson proposed a bed or double deck bunk, one table, chair, and locker for each cadet. I believe our estimate was 150 accommodations for the main building and caretaker house. Prior to dispatching the survey team J W told Washington about 200 could be lodged in the building. After receiving the verbal report, JW telephoned Washington that the survey confirmed about 225 plus. The absolute numbers are not important criteria for presenting upward and positive change in everything involving government spending. Alas I did not heed nor accept that approach to activities during the last five decades.

On 20 March, 1992 KP alumni gathered for a social/business meeting. F. Fetzer of Sedona, AZ arranged the function. About 25 attended with spouses. Most women and a majority of retired alumni believe AZ activity should be social. R Kelahan was out of town, M Houppis did not travel to Phoenix from Tucson.

Saludos a todos de nuestros sus ccompañeros en la generacion de '42

Attenemente -Ted

Donald B. Anderson



Fig 204 L to R
Pierre Becker, Larry
O'Neil, Don Anderson

KINGS POINT INDIVIDUAL HISTORY CLASS of '42

NAME: (First,mi,last) Donald B. Anderson
 ADDRESS: 6 May Ave.
 CITY: Braintree STATE: Mass ZIP: 02184
 HOME PHONE - Area code 617-843-4986
 BIRTHPLACE: (City and State) Boston, Mass. DOB Apr. 20, 1920

DATE REPORTED TO USMMCC: Summer/Fall 1940

INDOCTRINATION TRAINING AT: Billard Pass Christian
 Fort Schuyler San Mateo Calif. Other Coast Guard Academy

SHIPS SAILED ON AS CADET/MIDSHIPMAN: SS Coelleda, Alcoa Pathfinder

"Z" NUMBER; 212141 or BOOK NUMBER: _____

HIGHEST LICENSE(s) and/or RANK HELD as of 1946: Master

COMPANY(ies) SAILED WITH to 1946: Alcoa Steamship
 _ATS _____ _USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: Alcoa Trader, Alcoa Pioneer,
Joseph Ewing, Edwin D. Howard

TORPEDOED, BOMBED, COLLISION, POW: List ship, date and cause:
Collision - Alcoa Trader, June 1942, rammed in fog in convoy

INVASIONS: List ship, date and where: Casablanca, Hollandia, Biak, Moratai,
Layte

RESCUE MISSION(s): Indian Ocean, 1943

LIST SHORESIDE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA NO OTHER _____
 HONORABLE DISCHARGE(s) USCG YES, USNR X, OTHER _____

HIGHEST LICENSE (s) and/or RANK held as of 1992 none
 DEGREES, PROFESSIONAL LICENSES, etc ACHIEVED as of 1992 none

Richard W. Anderson

Deceased

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Richard W. Anderson

ADDRESS

CITY: STATE: ZIP:

HOME PHONE - Area Code :

BIRTHPLACE : (City, State) Boston, MassDOB: March 1922DATE REPORTED TO USMMCC: Summer 1940INDOCTRINATION TRAINING AT: Billard Yes Pass Christian _____

Fort Schuyler San Mateo _____ Other _____

SHIPS SAILED ON as CADET/MIDSHIPMAN: Siboney, Exbrook, Manhattan

" Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Liet. Commander

COMPANY(ies) SAILED WITH to 1946:

ATS _____ USN Yes USCG _____ OTHER _____LIST SHIPS AFTER GRADUATION TILL 1946: Uss Edward Rutledge, USS Richard PeckUSS Windsor, USS Bladen (APA)**TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:**USS Edward Rutledge -- Casablanca, Nov. 1942INVASIONS: List Ship, date, and where: Casablaqnca, Tarawa, Iwo Jima, OkinawaRSCUE MISSION(s): 2 _____LST SHORE ASSIGNMENTS DURING WW-II: None _____DO YOU HAVE YOUR USMMA DIPLOMA" don't think so OTHER _____HONORABLE DISCHARGE(s) USCG USN Yes OTHER _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: NoneDEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: none

Taylor A. Anderson

KINGS POINT INDIVIDUAL HISTORY CLASS of '42

NAME: (First,mi,last) _____ Taylor Archie Anderson
 ADDRESS: _____ 2108 Alki Ave.S.W. Unit # 207
 CITY: _____ Seattle STATE: _____ Wash. ZIP: _____ 98116
 HOME PHONE - Area code 206 - 935 - 2406
 BIRTHPLACE: (City and State) Seattle Washington DOB 7/29/1916

DATE REPORTED TO USMMCC: _____ June 20th 1940
 INDOCTRINATION TRAINING AT: Billard _____, Pass Christian _____
 Fort Schuyler _____ San Mateo Calif. (Tiberon ?) Other _____
 SHIPS SAILED ON AS CADET/MIDSHIPMAN: MS West Cassete/S S.Colbrook
 S.S. Satartia/ S.S. Meriwether Lewis
 "Z" NUMBER; _____ or BOOK NUMBER: 056708

HIGHEST LICENSE(s) and/or RANK HELD as of 1946: Unlimited Ch.Eng.St.V
 Commander USMS
 COMPANY(ies) SAILED WITH to 1946: American Mail Line Few days with Matson SS Co.
 ATS _____ USN R Inactive Midshipman & Lt jg USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: S.S.Merivether Lewis.
 S.S.Eligh White, S.S. Sam Jackson,S.S.Marshfield Victory,S.S.Lew Wallace
 (Ch.Eng.Trooper)

TORPEDOED, BOMBED, COLLISION, POW: List ship, date and cause:
 Under fire 1st nite out of Panama Canal from Sub.

INVASIONS: List ship, date and where: Marshfield Victory Guam 5/44
 S.S.Sam Jackson Aleutian Isl. Kiska 43/ S.S.Sam Jackson Leyte Gulf PI 4

RESCUE MISSION(s): Picked some Navs men out of the bay at Adak AL. when their liberty boat
 swamped in a "Willy Wa"

LIST SHORESIDE ASSIGNMENTS DURING WW-II: _____ None
 DO YOU HAVE YOUR USMMA DIPLOMA _____ Yes OTHER _____ No
 HONORABLE DISCHARGE(s) USCG _____ yes ,USNR _____ X , OTHER _____ No
 Commender USMM

HIGHEST LICENSE (s) and/or RANK held as of 1992 Unlimited Ch.St.issue 10-13

DEGREES, PROFESSIONAL LICENSES, etc ACHIEVED as of 1992 _____
All Deploma Principals of Insurance, NB Blr.& PV Inspectors Comm.
Reg. Professional Engineer, ASSE Certified Saferty Professional Emeritus
Insurance Ind. Rep. State of Wn. Bd of Boiler Rules 1970-1981, Chairman 8 yrs.

Taylor Anderson's Saga

By Taylor A. Anderson Cadet "E" U.S.M.M. Cadet Corp June 20th,1940

July 1940



Fig 205
Taylor
Anderson

After a few weeks at Cal-State, Tiburon, California, I was assigned to the M.S. West Cusseta, a WW-1 West Type, Well Deck Vessel, Operated by the American Mail Line between the Orient and Seattle, with calls at Vancouver B.C. and Portland Oregon.

Going aboard a ship was not new to me, my Dad had sailed for many years as Chief Engineer for the Pacific Coast S.S.Co. and the Admiral Line. His first Chief license dated 1905. He had told me, years before, If you ever go to sea, I'll take the hide right off you! With a challenge like that, I took the big step.

I had never seen a Big Diesel like 43' high, 42' long, 32" bore, 5' stroke, 6 cylinder, direct connected,- at 97 RPM we sped along at 9 Knots. To me it was an awe inspiring sight.

The Chief Engineer, Dan McKay, (Grandson of the Famous Clipper Ship Builder) put me to work on the Log Book, receiving stores, etc, Not until we were at sea and experienced a main engine breakdown, (which was rather frequent) did I actually work in the engine room. It was then all hands turn to until we were under way again. No matter the hour.

With a few months of this I was up to my ears in grease and oily dirt, given some responsibility and my full share of work, there was plenty to go around, just to keep the plant running. Japan, Shanghai, Hong Kong, Manila, Cebu, Zamboanga small island outports, for timber, ore,copra, 50 years ago they were really something to see.

A February voyage out of Seattle, we sailed through Unimak Pass into the Bering Sea, to avoid the sever weather in the North Pacific. A day or so into Sea,we were hit with a very sever storm, The ship iced down to rails were nearly a foot thick with ice, The fore mast shrouds had over 6' of ice at the rails, (one carried away). Our full deck load of logs was under solid ice. Our ship looked like an ice berg, with a heavy Starboard list. The West Cusseta had been outfitted for the South African trade,with passageways and cabins screened where possible to provide maximum air flow. We all damn near froze! Even the engine room was cold, with the sea intake lines frosted. Our cross head slippers had the ahead bearing surface on the port side. We should have been running on an even keel or with a slight port list, not a heavy list to starboard. We were running on our astern guides with about half the bearing surface, heavily laden with ice, and in heavy seas. Not the best way to go! After a few days the storm let up, but we still had a full deck load of well iced logs to discharge in Shanghai.

A later trip while in Shanghai, we had the entire ship painted, engine room, hull, tops sides, all done by Chinese. Departing Shanghai in the evening, well down by the

stern, I noticed Diesel Fuel Oil splattering off the Dining Salon port lights. When the Deck Officers came off the Bridge for dinner, their white uniforms, (and their faces) were splattered with Black Oil!

The second assistant engineer had been transferring oil to trim the ship and failed to consider the vessels drag, With a stiff head wind, the oil spilling from the # 2 double bottom tanks sprayed over the fresh white paint and everything else. The engineers paid for a new paint job and for new white uniforms for the Deck Officers. (The second Assistant Engineer never did show up for his dinner)

Four trips to the Orient, a little over a year later, I was transferred to the S.S. Coldbrook, a Hog Islander, another WW-1 vessel. The Coldbrook was a 9 knot turbine vessel, something of a vacation after the big badly worn Diesel I felt more at home there, Dad had been Chief of the Admiral Halstead a small version of the Hog Island ships. (Transmarine Ships) I recognized machinery and had a basic knowledge of what was going on and why.

Out bound the Chief Engineer, told me to straighten up the store rooms up. All small pipe fittings were to be sorted into bins, large flanges, blanks, gaskets, etc, to be hung on rod hangers. Fabricate the hangers of 3/8 steel rod, thread, drill and tap the store room bulkheads. A week or two of work.

I finished the job and showed off the neat and orderly store rooms to the Chief engineer. He looked around, said little and walked away. In the next few days we into some very heavy weather, much deep rolling, pitching, very rough seas. When the weather cleared the Chief sent me back to clean up the mess and fit keepers to all the bulkhead hangers. A ship at sea is a far cry from your wood shed or garage at home. (I honestly did have the fore sight to install the hangers at about 15 degrees, which was far from enough.) The Hog Islanders really could roll in a heavy seaway.

September 1941, sailed for the Orient, calling at Yokohama, Shanghai, Hong Kong, Manila, Illio, Cebu. Spent Thanksgiving in Cebu with blackouts every night. Sailed for Honolulu (via Torres Straight?) and on to Portland, arriving December 6th. The next morning Pearl Harbor, Manila, etc were Bombed! We had been just ahead of it all trip!

I was then sent to Treasure Island, San Francisco, now a Navy Base, for a few weeks. The assigned to the S.S. Sartia, another Hog Islander, unarmed, for the return trip to Portland Oregon.

Arriving in Portland I was reassigned to the S.S. Meriwether Lewis, Hull #170 the first keel laid at Oregon Ship Kaiser Yard. (The Star of Oregon was the first Ship Launched, she was Hull # 171) This was my first berth aboard a ship with a reciprocating steam engine, a (knee action turbine). The First Assistant Engineer had sailed with my Dad for many years, I had known him a long time. Dad must have worked him pretty hard. He put my nose to the stone ! He expected much from me and saw that he got it, but he was always fair and pleasant.

We sailed from Portland Friday February 13th, for San Francisco, then on to Noumea, New Caledonia. No convoy, we sailed alone, with a Navy Gun Crew, a WW-I 5" on the stern and some "Odd Ball" Machine Guns on the wings of the Bridge. A week or so at sea, with the weather improving, the Gunnery Officer wanted to fire the 5". One

shot and we completely disabled our own ship! Light fixtures, washbasins, toilets, came adrift in the Navy gun crews after quarters we severed the telemotor hydraulic lines to the steering engine! Lost control of the steering ! A serious lack of adequate bracing and poor welding! The incident gave us a lot of confidence in our ability to fight off the enemy.

Noumea, New Caledonia was a beautiful place, sub tropical, lots of mosquitoes, no breeze to cool the engine room where temperatures often hit 120 degrees. There was much work to be done to correct the ship yard errors and omissions

On Easter Sunday morning I went to Sunrise Services with a cadet from ship just astern. We found a bar open while walking stopped by for a few Martinis. I somehow missed the rest of Easter Sunday.

Monday morning I was one very sick boy! In the next ten days I reduced my weight from 168 to 122 pounds. Diarrhea was rampant in the area, but I seemed to have added a touch of something else. With no Doctor aboard, I searched through my text book, Ships Medicine Chest and First Aid at Sea I found the description of my symptoms, the last paragraph stating, on the Third Day the Patient is Usually Dead!" Better Find A Doctor! The Army doctor gave me a shot of Castor Oil and sent me back to work. I kept working but at a slower pace.

We finally sailed for Australia and on arrival, I felt much better, wore Dress Blues for Sunday ashore. I stopped in a Bar for a shot of Scotch. The drink hit my shorts before I could set the glass back on the bar. No more Liquor!

We then sailed to Wellington New Zealand, where I checked into the Marine Hospital. The doctor there diagnosed my illness as Amebic Dysentery and Malaria! Not the best combination. I declined their invitation to stay in the Hospital but remained an outpatient until we sailed.

We left Wellington for Iquique, Chili to load Nitrate, then sailed for Panama. We went through the Canal, and the first night were fired upon by a submarine I don't believe they figured on our being armed. We returned the fire and sped away at 12 + knots. No casualties, just Black and Blue Knees.

We arrived at Key West, Florida, then proceeded up the coast to Charleston S.C. In Charleston the third assistant engineer left the ship, and apparently there was no replacement available. I was advised that the powers that be had checked with Cadet Corp and received permission? or advised to tell me to set for my license. Here and Now! Passing the examination with little or no preptime was tough, but I made it,(I wonder now if I could fail?) I had graduated!

We sailed on to New York, sunken ship mast sticking out of the water along the New Jersey shore. With the coast not blacked out it made easy picking for the submarines lying off shore. It also made me very nervous during night watches!

All the crew left the ship in New York, the First Assistant Engineer and I flew back to Seattle. I still weighed some 140 pounds. I needed a rest and some good food. (I was later to learn that the ship was lost with all hands loaded with Amo, on the way to UK.)

In Seattle I attended upgrading school and sat for my Diesel endorsement. I then reported in for a ship and was assigned to the S.S. Eligh White, another Oregon Ship

Yard Liberty (Hull #558). They were doing a better job of building them now and doing it much faster (23 days). We made a trip to Hawaii, then San Francisco, and a return to Hawaii. Back to San Pedro, Then Loaded for Panama, Discharged there and sailed to Chili again for Nitrate, returning to San Pedro. I now had enough sea time for my seconds license so left the ship and sat for the license. I was then assigned to the S.S. Sam Jackson, another Oregon Ship Yard Liberty, Hull # 632.

We stayed at anchor over two months, a safe distance from the air base, (Safe for the Base) off loading the Bombs as needed until the 5th Bomb group got them all delivered. We then loaded the Base personnel and their gear and moved up the line into the Philippine Islands. We frequently passed close ashore to fire into the trees along the beach to keep the enemy occupied. No return fire. So much for Non Combat Duty!

We dropped off the Base group and their gear and moved up to Leyte Gulf, then on to Manila. We were anchored in Manila Bay when the War ended. The War over, the entire Bay and Manila went Ape! I found Gene, skipper of another Liberty and with Thor Waldo of AML on Navy Duty, we watched the celebration from the Bridge of Gene's ship. A few weeks later we loaded a few hundred refugees for Cebu, an over night run. We then sailed for San Francisco where I attended a USCG hearing re the Chief Engineers and the Skippers, "Beef " The Chief had been taken to Hollandia had a hearing, and was then assigned as Chief Engineer to another ship returning to San Francisco. He was now the Port Engineers assistant in Seattle. The Skipper stayed ashore.

We sailed on up the coast to Portland to load UNRA food for southern Europe With stops at Panama, Gibraltar, Sicily, Naples, and Christmas in Dubrovnick. German prisoners off loaded the cargo, Canned Spam, Vienna sausage, Canned milk. They were mostly just, kids, many shoeless with rags wrapped around their feet Half starved, they would break open cans of cold spam, canned milk, sausage and eat and drink right out of the cans. I don't know what if any thing happened to them if they were caught. They were heavily guarded. I tried out my High school German on the Guards, found that I had remembered some! Another trip back to Baltimore for coal, returning to Naples, then to Algiers, to pick up a few passengers, and on to New Orleans. We were sent into the lay up fleet. I went below and personally shut down the plant, closing the boiler stops. The S.S. Sam Jackson and I had gone a long way together.

I managed to buy a car in New Orleans, drove out to San Diego, then Seattle to become a married man.

I later reported to the Port Engineers office AML for some relief work, requesting a shore job. I was advised there would be no shore jobs, the war over the company was rapidly laying up ships I was assigned as Chief Engineer to the S.S. Lew Wallace, being taken out of the lay up fleet in Portland (Hull #458). We were to make one trip to Yokohama to pick up troops. "A Bring the Boys Home Before Christmas". We returned sailing right into the Maritime Strike!

After the Strike was over, I sailed the S.S. Lew Wallace to San Francisco, and into the Suisin Bay lay up fleet. On returning to Seattle I was assigned as First Assistant Engineer of the S.S. James Otis, a C-3 being renovated and renamed the S.S. American Mail, Flag Ship of the American Mail Line!.

After two trips to the Orient, my wife asked if I couldn't find a job ashore so we could live a normal life. I replied,"If we can live of Tuna Fish and Beans until I can find a job I'll quit." Boy O Boy we ate a lot of Tuna Fish and Beans!

In June of 1949 I was hired by Royal Insurance as a Boiler and Pressure Vessel Inspector Trainee, and trained in other fields of safety engineering I stayed on for the next 31 years to become N.W.Regional Engineering Manager. I was appointed by Governor Evans to the Washington State Board of Boiler Rules representing the Insurance Industry, stayed for nearly 12 years, chairman for 8.



Fig 206 Taylor Andereson(L)
Eugene Harrower (R) 1941

I retired from Royal in June of 1981, and started Anderson Marine Surveys and Insurance Services. I had planned on doing surveys and accident investigation work for a year or two, but this has stretched into over 10 years. The job with Royal took me back to Alaska, Kodiak Island, Bristol Bay , North of the Arctic Circle, Coast to Coast, Canada to Texas, and over a mile underground. All interesting and challenging work.

I now watch Harbor traffic from the living room, make occasional surveys, and discuss sea going problems with old friends and my son Ty, who is now a Mate with the Washington State Ferry System.

I have acquired National Board Certification, Professional Engineer Designation Certified Safety Professional Emeritus Chief Engineers, License issue

10-13, Arthritis, Failing Eye Sight, and Poor Hearing. Its been a Great Life!

Taylor A. Anderson '42 entered the Cadet Corps in June 1940, sailing as a Cadet on various vessels to June of 1942. He sailed vessels operated by the American Mail Line in the Atlantic,, North and South Pacific Oceans and the Bering Sea to the Aleutians and Northern Alaska. By the end of the war he was Chief Engineer in Manila Bay. He left the American Mail Line in 1949 for employment with Royal Insurance Group as a Boiler and Pressure Vessel Inspector and Safety Engineer. After 31 years he retired as Northwestern Regional Manager of the Engineering Department. In 1970 he was appointed by Governor Evans to the Washington State Board of Boiler Rules and was reappointed by Governor Dixie Lee Ray, serving over eleven years (eight as board chairman). In 1981 he started the Anderson Marine ?Surveys and Insurance Services, providing marine surveys and accident and loss investigations. He was active in establishing the Puget Sound Alumni Chapter, being a charter member and one of the earliest chapter chairmen. He was co-chairman of the Class of 1942 Reunion Committee for its 50th Reunion and for the northwestern mini-reunion.

From Kings Pointer -- Winter 1993



Fig 207 Eugene Harrower
Cebu, 1941



Fig 209 Ice in in addition to
war in Arctic waters



Fig 208 Cadets got
experience with ice !



Fig 210 Ancient mariners L to R, Back - Taylor
Anderson, 5-K runner of Class of '42, Robert
Lundquist, Eugene Harrower, Winchell Bathhurst,

(2) Ayers, Bachko, Ballou, Bartlett, Bathurst, Baugh

WILLIAM M AYERS



Fig 211 Captain
William M. Ayers

Born in Loredo Texas in 1920, William M Ayers, attended Texas Lutheran College and Texas A & M University, then after graduating from the US Merchant Marine Academy, served on various vessels in Atlantic and Pacific waters during World War II in various capacities from Cadet to Master. He served as Master of SS Robert Henri and SS Augustus P Loring each having a deadweight of 10,700 tons.

In January 1947 he was port Captain and Operating Manager for States Marine Corporation. In February 1952 he became Vice President and Gulf Manager of The West Coast Line of New Orleans.

After serving as Vice President and Director of Traffic of the Intercontinental Shipping Corporation from 9/59 to 6/60 Captain Ayers formed the Ayers Steamship Agency, Inc. with offices in Dallas, Memphis, Houston, Galveston and Mexico City.

In 1971 Capt. Ayers received the US Merchant Marine Academy Award for Outstanding Professional Achievement, one of many bestowed on him since 1971. Propeller Club Man of the Year Award, May 25 1991.

Captain Ayers actively participated in many organizations and was the recipient of many well deserved honors and awards. Captain Ayers is held in high regard by members of the Maritime Community and is recognized for his support and loyalty to Kings Point.

J K Lyman in a letter to the Alumni Award (1992) Committee nominated Captain William M Ayers as Alumnus of the year, 1992

AYERS STEAMSHIP AGENCY INC.
843 WORLD TRADE CENTER
NEW ORLEANS, LA. 70130

CABLE ADDRESS: AYERSHIP TELEPHONE (504) 529-7561 TRT 161778

Aug. 3, 1990

To: Capt. Pierre Becker, Ray Carlin, Dick Kelahan, Russ Holm, Bob Harbut cc: All Class of '42 Shipmates as Listed in Minutes March 9/10, 1990, S.F.

Subject: Mini-Reunion - February 1, 2, 3, 1991 New Orleans

Gentlemen :

We are now in the middle of a hot and humid summer in New Orleans which is difficult to endure when one reaches maturity, as we all have. My old shipmate, Bob Harbut, from the black gang has given you much propaganda about me of which very little is true. He is still smarting because all the ladies in Shanghai and Manila preferred me over him when we sailed for American President Lines and American Mail Line prior to World War II.

I am listed, perhaps erroneously, in the Class of '41 according to the records, but Bob Harbut insists I belong to the Class of '42 as most of my time in the Cadet Corps was with the Class of '42. At any rate, if you accept me, I will be pleased and privileged to join your ranks and contribute whatever I can to make the 50th Reunion a great and wonderful occasion.

I came ashore here in 1946 to my favorite port and city (The Big Easy, The Crescent City, The City That Care Forgot, The Home of the Mardi Gras and all that jazz). My first job here was as port captain for States Marine Corporation, then as general manager for West Coast Line, then since 1960 my own business. New Orleans, number 2 port in the nation, on the mighty and majestic Mississippi River has been good to me, and I'm still working full time but hope to drop anchor in a year or so.

We are happy that you have selected New Orleans for your mini-reunion site, and I have made tentative reservations for fifteen rooms at the Bienville House Hotel, 320 Decatur Street, New Orleans, La. 70130 (504) 529-2345 for February 1, 2, and 3 before Mardi Gras which is on Fat Tuesday, February 12. The Carnival Season starts about a month before, so you should be able to enjoy part of the celebration. The rate of the room is \$70 single/\$85 double, and reservations must be confirmed on or before August 31, 1990 by completing the attached form and sending same with a deposit of \$70/\$85 direct to the hotel. As you know, it is difficult to obtain rooms during the Mardi Gras season. The Bienville House is a modest hotel in the heart of the French Quarter (Vieux Carre), a block from the Jackson Brewery (French Quarter shopping center) and the Steamboat Natchez (paddlewheeler). It is three blocks to Canal Street (main street), and four blocks from the new aquarium opening Labor Day 1990 and our building, the World Trade Center.

You are all invited to a reception on February 1 or 2 at my townhouse(1539 Washington Avenue) in the Garden District about two and one half miles from your hotel. You may wish to ride the streetcar which stops at Washington Avenue one quarter block from where we live. It is my intention to invite about four local Kings

Pointers and their wives to the party to fill you in on local color.

I surely hope this information is sufficient for you to plan your trip. If not, please advise, and we will furnish you with additional. Y'ALL COME.

May your headwinds always blow astern, and may the winds of good fortune always fill the sails of the Class of '42.

Fraternally,
/ s /
W. M Ayers



Fig 212 An earlier '42 reunion, Bill Ayers and Pierre Becker on right.



Fig 213 Bill Ayers at the podium, Pierre Becker, right.



Fig 214 Capt. Wm Ayers cuts ribbons officially opening Harbut Room, Cdr Harbach observes.

Harbut Honored

Robert W. Harbut of Myrtle Beach, South Carolina, was honored at the 1992 Homecoming by having a room in Fulton Hall named for him. Harbut, a 1942 alumnus, once taught License Preparation in Fulton in the late 1940's and it seems "especially appropriate," as RADM Paul L. Krinsky said, to designate Room 204 as the Robert W. Harbut Room in appreciation of his philanthropy.

Bob Harbut was unable to be at the room dedication due to ill health but ably substituting for him was his old friend and classmate, Captain William Ayers. of New Orleans. Captain Ayers cut the ribbons officially opening the Harbut Room

President of the USMMA Alumni Association John F. Ring, Jr., noted that a plaque of commendation for Mr. Harbut is mounted in the room named for him. read it to the audience. and presented a replica of it. Captain Ayers accepted it and a gift from USMMA Foundation Chairman. Fritz Klausner. On behalf of Harbut

Officiating at the Dedication was Fred S. Sherman. Executive Director of the USMMA Alumni Association, Foundation and Kings Point Challenge. Those attending the ceremony included CDR James Harbach, the head of Engineering, classmates of Harbut and staff.



Nicholas Bachko

*Deceased*Fig 215 Nicholas
Bachko

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Nicholas BachkoADDRESS Sloanes Beach Rd.CITY: Sands Point STATE: New York ZIP: 11050

HOME PHONE - Area Code :

BIRTHPLACE : (City, State) Keystone , Pa. DOB: 12-7-1919DATE REPORTED TO USMMCC: August 1939INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
Fort Schuyler _____ San Mateo _____ Other _____SHIPS SAILED ON as CADET/MIDSHIPMAN: M V Kungsholm

" Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Chief EngineerCOMPANY(ies) SAILED WITH to 1946: Moore McCormack, US Lines

ATS _____ USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: Served in Atlantic, Mediterranean and Pacific zones during World War II

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II:_____

DO YOU HAVE YOUR USMMA DIPLOMA" Yes OTHER BS Columbia University

HONORABLE DISCHARGE(s) USCG USN OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Chief Engineer Diesel/Steam Lt Cdr US Maritime Service

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Columbia University

CAREER HISTORY (post War)

Construction Superintendent of SS United States - US Lines

President - Nicholas Bachko Co. A US Flag Ship Operating Co.

President - Topgasllant Group Steamship Co

President - Nicholas Bachkop Co. (Marine consulting)

Sr. Vice President - United States Lines

AWARDS

Nicholas Bachko Lecture Hall - US Merchant Marine Academy

utstanding Achievement Award - US Merchant Marine Academy

MEMBERSHIPS

Society of Naval Architects and Marine Engineers

American Bureau of Shipping

Kings Point Officers Club

NICHOLAS BACHKO Narrative

Nicholas Bachko a native of Pennsylvania, started his successful maritime career by receiving his USMC appointment to serve as Cadet (E) File No. 2-62, on 8/3/39. Notification came after Nick successfully passed the National Competitive entrance exam. He then earned The Annual Scholastic Award in addition to a promotion - Cadet Officer, prior to graduating in 1942.

Nick served his cadet years with Moore McCormack and his license time as an engineer officer,(Chief in 1944) including Chief Officer with U.S. Lines. His WW II service with USL was recognized by their assigning Nick to a shoreside position after the war. In 1948 he was named resident engineer of the four year project to build the SS United States, being responsible for all phases of the superliners construction.

He rose through management ranks in rapid time, then to corporate level for many years.

Nick was serving as Executive Vice President of USL in 1979 when he decided to retire after having served USL for 38 years. He served as a director for United States Cruises, Inc. and started a new shipping company, Nicholas Bachko Company, INC.

He achieved international recognition for his superior knowledge and accomplishments in the maritime community. In 1957 the USMMA Alumni Association presented Bachko with its Outstanding Achievement Award. A facility in the Academy's Engineering Department building was designated the Nicholas Bachko Lecture Hall in 1988

Nicholas Bachko was elected President of the American Merchant Marine Museum Foundation in 1989

“THE STATES”

It is hardly a secret in the nautical world that if you want to know something about the SS UNITED STATES you reach for the phone and dial the Manhattan office of the Nicholas Bachko Company, and this is what we did a few weeks ago when we heard that the so-called hotel contents of the ship were going to be sold at auction. Not long afterward, we were in Norfolk, where she is berthed, and were learning about her and about Mr Bachko from Mr. Bachko himself. Mr. Bachko, who in his own words “took a temporary job with United States Lines after the war and stayed for thirty-eight years” has spent a good part of his sixty odd years on land and sea looking after States, and now that he is retired, he has been doing a bit of consulting work for Richard Hadley, a Seattle business man, who in 1978 purchased the ship with the view to putting her in shape as a world-cruise luxury liner. In 1949, Mr Bachko moved to Newport News to oversee construction of the nine-hundred-and-ninety-foot-long ocean liner, and in 1952 after sea trials off Virginia, during which she attained a speed of 38.38 knots (about forty-three miles per hour) he accompanied her to New York on her delivery run. On her maiden voyage she won the Hales Trophy for the Blue Riband of the Atlantic, for being the fastest ocean liner in the world.

In 1969, Mr Bachko, then a senior vice-president of US Lines, had the personally unpleasant task of putting the company's flagship in mothballs. “She was like a child to me,” he said. The ship was taken out of service so fast that she still had about four thousand tons of fuel aboard, but by the time of Mr. Hadley's purchase all but a thousand tons had been sold off. Hadley paid five million dollars for the ship, which is what she was worth as scrap, and then spent close to twenty million dollars for engineering, legal fees, twenty-four hour gangway watch, and so forth” Mr. Bachko said. “He'll spend an additional hundred and forty million dollars to fix her up. That sounds like a lot, but today you couldn't build half this much ship for that amount of money. Hadley realized that cruise ships were going to regain their popularity.”

Mr. Bachko said all this in a quiet but authoritative tone as he led us through the States on a bright but hot day in Norfolk. “People - at least, people my age - like to know in advance how much money they are going to spend when they go on vacation” he continued as we wandered through the galley. “You travelled on the

States and all your meals are paid for. Look at this" He touched an apparently ordinary chopping block. "Old Man Gibbs" -- William Francis Gibbs, the naval architect who designed the ship --"was absolutely horrified by the idea of a fire at sea. He wouldn't let us use any wood except for the chopping block and the ship's seven pianos. Actually he wanted aluminum pianos but the pianomakers wouldn't build them" We walked the length of the galley, which like much of the vessel, looks as if it might have been in use just last week. The stainless steel surfaces were immaculate; the flatware ("Plate," Mr Bachko told us,"not real sterling but heavy plate") sat polished on service trays; the confectioner's pantry was stacked with cases of gelatin, bottles of food coloring. "The galley was designed to prepare fourteen thousand meals three times a day, which would have been necessary had she been converted to a troop ship" Mr. Bachko said. "As It was, we had at most eighteen hundred passengers and a thousand crew, and toward the end the crew was outnumbering the passengers. That's what did her in."

The dining room tables were still in operating condition, which is to say that their adjustable rims could be raised to create barriers that would prevent disaster when the ship was rolling and soup was being served. A bandstand on a balcony overlooking the dining room had sheet music for the song "More" open on its racks."She was taken out of service so suddenly that people literally dropped what they were doing." Mr, Bachko said. Champagne buckets were scattered around the ballroom, which is surrounded with etched-glass murals. Beds in the staterooms were still made up. Mr. Bachko showed us a beige blanket bearing the US Lines Insignia. "All this will be sold" he said. Hadley wants to put mostly king-sized and queen-sized beds in here, He even plans to run beds from port to starboard; when we were building, you wouldn't think of putting a berth any way but fore and aft. "We expect she will be back in service in the fall of '86".

We headed below, in the engine room, which now had to be illuminated by flashlights, Mr. Bachko said, "We have so much work to do down here. She need to be converted from four props to two. The boilers need to be rebuilt, We used to get a special grade of oil from a Mexican field that was particularly low in certain contaminants, so the boiler tubes wouldn't corrode. You just can't get that any more."

Richard McCooey, a ship buff and restaurant owner in Washington, DC who was aboard to inspect kitchen equipment for possible bids at the auction, asked if any mistakes had been made in designing the ship,

"Of course" Mr. Bachko said, "When we went out on trials, we noticed that some of the bearings in the reduction gears in the drive train were heating up more than they should have been. It turned out that, the way we had crowned the bearings, we were about thirty degrees off in determining the correct stress point.

Mr. McCooey pointed to a valve in the engine room and said, "Nick, its absolutely amazing to me how you know about every single nut and bolt in this place. Now can you tell us. For instance , what that valve is for?"

"First of all, I don't remember what or where everything is" Mr Bachko said. He

directed his flashlight at the plumbing in question. "But that valve is the after main fire pump discharge valve."



Fig 216 Domestic Shipping Conference, held in New Orleans, L to R George Marshall, Tom King, Al Fiore, Maurice Gross, Nick Bachko -1976

A MESSAGE FROM NICHOLAS BACHKO

President , American Merchant Marine Museum Foundation

The highlights of 1991 for the Museum will be without doubt, the Museum Ball in honor of Frank Braynard, our curator. Frank personifies the Museum. The programs initiated by Frank are largely responsible for the major fund raising initiatives and for policies that sustain the Museum's drive toward professional quality and eventual financial comfort. Whereas we single out Frank for honors, the officers, the Board, the Superintendent, the Director, the volunteers and the members and friends of the Museum know that the honor belongs equally to Doris Braynard, who supports Frank in all his vigorous undertakings and sustains his energy and zeal.

In other respects, the year since my last report has included some happy occasions and some sad ones. The Commemorative Brick Walkway has become a concrete reality and it continues to be a major contributor to the funds. The raffle and the reunion continue to be a cornerstone in our fund raising structure. Our Director has uncovered potential funds in a federal statute making our Museum a candidate for ship scrapping benefit in partnership with the Academy's chapel. This application is progressing through the selection channels. We have reason to believe we will be successful.

We have also benefitted from art shows organized by Frank Braynard and from sales of paintings in the Museum's inventory that are outside the Museum's scope of charter. But we have suffered a severe major blow. The Hales Trophy - The Blue Riband - has been lost to an inappropriate claimant for want of the funds to fight this incursion legally in the forum forced upon us - the Queen's Court of England.

The Museum was admirably represented by a team of USMMA graduates and friends headed by Peter D Clark, who not only worked *pro bono*, but also contributed

handsomely to the defense fund. However, in English jurisprudence, only English lawyers are permitted to practice. And we had to face up to some harsh realities; (1) It is not customary, at least in cases such as ours, for lawyers there to work *pro bono*, and (2) whereas everyone assured our case was a certain winner, under English law we were liable in case we lost to pay damages and legal fees. These were estimated to be from \$150,000 to \$300,000.

The board voted to terminate our legal effort under the circumstances. We could not afford justice.

Thus the Museum was required to deliver the Hales Trophy to the newly constituted trustees, who awarded the trophy to a waterjet catamaran which in no way meets the standards of passenger liners which were previous winners.

One ray of sunshine in this sad event has been the support of the Board and friends of the Academy and of the Museum. On the response to one very limited appeal, approximately one-half the funds necessary to pay the legal cost were raised, thus preserving the regular funds of the Museum for day-to-day operations. We are hopeful that a wider appeal will erase this obligation.

To close this report, I am happy to represent the Board in publicly thanking the Museum's staff and the volunteers for their loyalty, dedication and a job well done.

NICHOLAS BACHKO 1919 - 1991

We are saddened to report that during the printing of this journal the Museum's President, Mr. Nicholas Bachko, died suddenly. The board of trustees dedicates this issue in his honor and in his memory .

Bachko, a career mariner and maritime industry leader, was elected as museum foundation president in September 1989. He served as a museum trustee for several years and was the fourth person to head the museum since its inception in 1979.

Bachko, a 1942 graduate of the US Merchant Marine Academy, served on merchant ships during World War II, sailing in both the Atlantic and Pacific theaters. The Pennsylvania native earned his chief engineer's license in 1944 and came ashore two years later as a port engineer for the United States Lines. He would remain with that company for the next 38 years.

In 1948 Bachko was named resident engineer for the four year project to build the SS **UNITED STATES**. He was responsible for all phases of construction of the superliner.. He later became vice president of permanent planning for US Lines, and after holding other key administrative positions retired in 1979 as their president of planning.

Since then, he served as a director of United Cruises, Inc., president of the Topgallant Group, Inc., and started a new shipping company, Nicholas Bachko Company, Inc., shortly before his death.

In 1957, the USMMA Alumni Association presented Bachko with its Outstanding Achievement Award. A facility in the Academy's Engineering Department building was designated the Nicholas Bachko Hall in 1988.

Mr. Bachko is survived by his wife, Helen. Gifts in his memory may be sent to the American Merchant Marine Museum Foundation.

James H. Ballou



Fig 217 Lt.
James H. Ballou
Unit Commander

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) James H Ballou
 ADDRESS 125 Derby Street
 CITY: Salem STATE: Mass. ZIP: 011970
 HOME PHONE - Area Code :
 BIRTHPLACE : (City, State) DOB:
 DATE REPORTED TO USMMCC: June 1940

INDOCTRINATION TRAINING AT: Billard yes Pass Christian _____
 Fort Schuyler _____ San Mateo _____ Other _____
 SHIPS SAILED ON as CADET/MIDSHIPMAN: SS Argentina, SS Moore McMar
 " Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946:
 COMPANY(ies) SAILED WITH to 1946:
 ATS _____ USN _____ USCG _____ OTHER _____
 LIST SHIPS AFTER GRADUATION TILL 1946:

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:
 INVASIONS: List Ship, date, and where:
 RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" _ OTHER _

HONORABLE DISCHARGE(s) USCG USN OTHER _____
 HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992:
 DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

James H. Ballou left the Merchant Marine before the war started , but then joined the Army and served with distinction in a fire fighting unit of the Army Engineers. Following the war he graduated as an architect from MIT

Lt. James Ballou Wins Bronze Star

1st Lieut James Howland Ballou, son of Mr, and Mrs, Franklin B. Ballou 384 Essex Str. Was awarded the Bronze Star medal: "for meritorious service in support of military operations".

Lt Ballou, Corps of Engineers has lead the fire-fighting unit attached to the 894 Bomb Group from the day the outfit arrived overseas and shares also, in the Presidential Unit Citation awarded the 394th for distinguishing itself during the battle of Northern France from Aug. 7 to Aug 9, 1944, which he refers to as the roughest part of the war for us"

Prior to his enlistment in the army in February 1942, he was in the Merchant Marine service. He was the only one in his company at Keesler Field, Mississippi to qualify for a course in an aeronautical school in Chicago and later was sent to the engineer officer candidate school at Fort Belvoir, Ga., where he was commissioned a second Lieutenant in the army engineering corps. He went overseas in November 1942., His unit, which served in England and France, distinguished itself many times when B-26 Marauders returning from a mission, cracked up and the fire-fighting platoon, led by Lt. Ballou, had to chop their way into the nose of the blazing ship to rescue unconscious crew members.

He is now in Munich with the 481st Air Services Group.

JAMES HOWLAND BALLOU, A.I.A ARCHITECT
125 Derby Street, Salem, Mass .01970

29 March 1979

Mr. Thomas W. Harrelson and
Mr. Richard J. Collins
P. O. Box 50250
New Orleans, Louisiana 70150

Sirs:

I was a ("Cadet "E") file No. 2-718 U.S.Maritime Commission - Name, James Howland Ballou -appointed from the 24th June 1940 "given under the seal of the U.S.M. Commission this 21st day of March, 1941."

I went to Admiral Billard Academy for about a month then to sea on the S.S.Argentina as an Engineer Cadet - and then the S.S. Moore McMar under a Captain Driscoll. One of my instructors was named Frank Lang - the head officer was named

"OAKES", I think.

I have only corresponded with a Captain Charles Spear since that time and would be terribly interested in where some of the others of that class are now - MONEZ, GRISWALD, et al.

I receive the Kings Pointer through my friend Joseph Mahoney's' urging as I guess I'm an honorary alumnus of Kings Point.

I believe I must be class of '44 or '45 but unfortunately or fortunately left the Merchant Marine after one gear, (a very happy year, by the way), for physical reasons. In December of 1941 I enlisted in the Air Force and in 1946 ended up a Captain in the US Army Corps of Engineers.

If anyone remembers me, I'd love to hear from my old shipmates.

I have two questions, (1) if I was at Billard Academy in 1940 "Kings Pointer", spring 1979 - Ancient Mariners" page 23. Photos of Palmer house where I spent many happy days (see photos enclosed), when did Kings Point start? (2) why aren't there more names listed in "Kings Pointer of us pioneers?

I enclose herewith photos of various pictures saved of those marvelous halcyon days. If anyone is interested, I kept a diary for the one year I was a cadet and would be happy to share some of the 19 year old recollections with anyone who responds.

Respectfully
James H Ballou.

18 September 1979

LCDR Joseph W. H. Coleman USN Ret.
1376 Miraflones Glen
Escondido, California 92026

Dear Joe:

Many thanks for your letter. I am sorry to say for some reason or other I did not receive the "Kings Point" of Dec. 1978 or I missed the photo.

In any event, Joe Mahoney and I were classmates at Salem High School In 1939. I left for Billard and Joe entered Kings Point the following year. We have been good friends since and we live nearby.

Joe has a Chemical Company and does pretty well - Inasmuch as I think he does, having just raced from Marblehead to Ireland on a 50 foot "Gulf Stream" or something like that. I haven't seen him since that voyage.

I am extremely Interested In what ever happened to several classmates at "Billard", Oakes, have no Idea, Lang still in this area but sort of In and out of trouble business wise, Monez, Griswold,? Spear I still correspond with, he's still In the

File No. 2-718

United States of America
United States Maritime Commission

James Howland Ballou

By direction of the United States Maritime Commission you are hereby appointed a

Cadet (E)

in the Merchant Marine of the United States, subject to the rules and regulations of the United States Maritime Commission, from the ~~twenty-fourth~~ day of ~~June~~ one thousand nine hundred forty.



Given under the seal of the United States Maritime Commission this twenty-first day of March one thousand nine hundred forty-one.

W. B. H. J.
Secretary

Fig 218 Cadet Appointment Form

Merchant Marine for Moore McCormack and lives in Wiscasset, Maine six months of the year and at sea 6 months.

I, too, am approaching 60 and aside from a couple of cataracts (to be removed soon), have separated from my wife of 30 years, have five lovely daughters, own a 31 foot wooden sloop which I can't sail often enough, a small Architectural Practice, a yen to travel and a deep love for the West Indies whence I go as often as possible, namely Antigua.

Back to your letter, I started I think in August of 1939 at Billard so may have missed you. Enclosed a couple of pictures please return in enclosed envelope no hurry. I do remember Bliven and the great guy who was Commandant who died, but can't remember his name. Lang was a S-t and still is.

The reason I left was I got dysentery in Belem, Brazil, was transferred from the "Argentina" to the 'MooreMacMar', the Captain

removed two ulcerated teeth and being a "sailor" not a black gang enthusiast I couldn't pass the Navy Physical for minor reasons later acceptable, so I worked at Fore River Shipyard for 6 months as a second class machinist in charge of installing "revolution counters" on the U.S.S. Massachusetts and the Cruisers San Juan, San Diego then shortly after Dec. 7 I enlisted in the Air Force and ended up, after a crazy quilt of events, a Captain in the Corps of Engineers.

Charlie Spear is the only one I've kept in touch with and I was delighted to get your letter.

Keep in touch. I've never been to California but have recently been working for a California firm "Victoria Station".

Sincerely -- James H Ballou ---JHB: re

Hand written letter from Joseph W H Coleman to Jim Ballou

Dear Jim Ballou

I ran across a quote of your letter to the 1942 class agent and since I recognized your name and the only mention I've ever seen of "Oaks" I thought I'd pass on some helpful hints.

I started about the same time as you (18 June 1940) and you may remember me as the tallest one in the school at that time. However, I graduated 6 October, 1942 and you would have too if you had continued. We were therefore considered in the class of 1942 and you will get more info if you write to Robert W. Harbut, '42 agent. In an issue of the Kings Pointer about Dec. 1978, there was a group picture which had about 29 or so of us, maybe Joe Mahoney still has the issue. My wife threw mine out.

Speaking of Oaks, his whole name was (or is) Delmar Lewis Oaks, Jr. and he was from Chicago. He was just another cadet; because he had been a sergeant in the Illinois National Guard he was made what you'd call a drill instructor, but he was no more senior than any of us peons. I sailed with him on the Army Transport Hunter Liggett (along with Mario Francesco, Nicole Di Chiara and Peter Winslow Branch) for six months. Oaks's National Guard unit was called to active duty and he was offered a commission and took it, about January of 1941. Haven't heard of him since.

I remember Frank Lang, a cadet officer and not a very pleasant one at that! The other one , short and blond was a true gentleman named Nelson C. Bliven and I pulled that name from memory; may not be exactly right.

Having never taken any pictures of our stay at Billard Academy, and being among the 40 or so cadets who entered the Navy as Midshipmen in August 1941, I can provide much in the way of recollections other than what is here. I spent 22 years in the Navy, retired as LCD in 1963, went to work for United Technology Corp. (formerly United Aircraft Corp.) stayed with them for 13 1/2 years and retired completely at age 60.

The only one I have seen since 1942 is Mario Di Chiara whom you may remember as a big-nosed, dark haired Italian from Newark, NJ. He visited me in San Jose about 1972 or so. Still big-nosed with mouth to match! He got his Master's License, he said, sailed as First Officer on the America but chucked it to get a shore job selling chemicals.

Anyway, it's nice to know that someone else remembers OAKs and if you hear from him, send him my address, please.

Good to hear about you too, and glad you're interested in us "early birds"

Best of Luck
/s/Joe

Joseph W H Coleman
1376 Miraflores Glen
Escondido, CA 92026.

2nd letter to J Ballou
7 Nov. '79

Dear Jim:

Thanks for the loan of the photo. I had a negative made and am enclosing one print which you can preserve for posterity in case the original deteriorates. I can't identify too many in the picture but will name a few, starting from the left column:

1st man looks like one of the Caswell twins

6th man I'm almost sure is Peter Winslow Branch, one of my shipmates on the Hunter Liggett

2nd column

1st man is Steve Varanko

3rd Column

Platoon leader with sword is Mario DiChiara

right behind him (and at least a head taller than him) is me

The guy in front is, of course, Delmar Oaks

Fourth Column

The little guy I remember as either For? or Dixon in front

Don't know anybody in the fifth column, but I think the fifth one from the front is Benny Kovacenski. George Monez is, of course, the platoon leader and I think the third man behind him is the other Caswell twin.

I remember your being at Billard while I was there; you were recovering from the dysentery and were either awaiting reassignment or release. I left before you did as I recall. Incidentally, the Commandant at Billard who conducted the weekly inspections was Palmer G. Niles, a retired Coast Guard Lcdr with an artificial foot and ankle, his original having been lost to a wild anchor cable

Incidentally, the last issue of Kings Pointer listed several hundred of the "lost Battalion" of graduates, those whom the school has no current address for. George Monez (and several other familiar names) was among those on the list. And another idea; annually the magazine distributors data cards for updating their records. If you can get one from Joe Mahoney, fill it out and send it in and I'm sure you'll get on their mailing list. You also may get periodic requests for donations, but ignore them as I do.

If your work on "Victoria Stations" brings you out this way, let me know and we'll get together. Escondido is 30 miles north of San Diego And an easy drive to and from the air port or any other place in town,

Again thanks for the use of the photograph. I had completely forgotten about this group shot of the entire gang but do remember those of smaller groups. In one of just 12 or so people I was still wearing black and brown saddle shoes! That was before our first liberty and the first thing I did then was to buy black shoe ?? even before my first beer! real gung-ho.

With best regards

Joe Coleman

Tel No. here is 717-741-8055 in case you are nearby.

William R. Griswold
3310 Clarke Lane
Charlottesville, Virginia
22901

November 2, 1979

Dear Jim:

Read your interesting note in the summer addition of the Kings Pointer and have been anxious to send you a line on what has transpired in the years that have past.,

First of all had you remained you would have been of the class of 1942. I was also of that class but graduated on January 14th 1942. They accelerated the program so that with only 18 months time if you could have sat for third assistant. That would mean that you would have been on the same class year that I was. I took the exam for entrance on April 17 1939 in Aurora, Illinois. I placed 28 out of 146 that were selected. However 15000 applied 5000 took the exam, 1000 passed and they took the top 166. This is from the American Society of Naval Architects and Engineers proceedings of the Fall of 1939.

In February of 1942 I sailed on the Mormacmar as third for Mrmansk, Russia. 20 ships were in the convoy and 12 got there. The Moormacmar was later given to the Russians and good riddance. When I got back from Russia I took a Job as flight navigator for Pan Am but quit after 6 month as there was no future there unless you were a pilot. Maybe your remember Ceppi and MacCleod.. They were both there and was the reason I joined the outfit..

Next I rejoined Mormac and went out as a second on the Deer Lodge. We were bound for Suez Via Panama Canal, Cape .Horn, Cape of Good Hope, and torpedoed 500 miles east of the cape by a German U-boat. Later I joined U. S. Lines and wound up Chief Officer of the Kungsholm, Greta Garbo's old 30,000 ton private yacht

.When the war ended I wound up at Kings Point as instructor in Seamanship and

Navigation, From there I joined Speery Gyro as engineering section head and captain of their test and experimental vessel, WANDERER. After 5 year of that I took a shore job as representative from Sperry to the Bureau.of Ships and Bureau of Ordnance. From there I was promoted to marketing manager of the marine division and later became division manager. After about 5 years as division manager I was asked to take over the London Company of Sperry as managing director and either maKe it a profit center or close it up I made it a profit center.

I have been retired for 5 years and enjoyed every minute of it Maybe you remember LeFon. He's retired Spear is still sailing. I don't. Know what has happened to Monez. He is living I believe in northern New York.

/S/ Bill Griswold

Ltr from J Ballou to Pierre 10/24/92

Pierre:

Here are all the negatives of my film at Kings Point - you will probably need a light table to sort out. The ones of "Adm Billard" group are two shots stuck together-There are photos of Capt, C W Spear and his wife - Joe Mahoneey - Huey Long dancing up a storm and many wasted on the football field.

Frank Wenneet took the Billar group with my small camera. The only good picture of me at Billard in July of '40 I sent to Kings Pointer - it was in the 1981 winter issue (A copy enclosed). Here are some photos at sea on SS Moormacmar, of me and Chas. W Spear in 1941 - and some other stuff a historian might find interesting.

I'm sorry I put you to the task of sorting out negatives of reunion, however I have no light table and eeyes are not so good!

I wonder if you could do me a favor? I want to do a little watercolor for Joe Mahoney of Wiley Hall at the Academy. I took some pictures but they did not turn out. Would uou have a photo or a post card? Also how do I join the Alumni Association?

Hope the enclosed is helpful - Hope to see you again soon --

/s/ Jim



Fig 219 Cadet James H Ballou
SS MOORMACMAR 1941

PS Though I did not graduate from USMMA I did go to MIT afterward and became an architect; and I was architect for the USS Constitution museum at the Charlestown Navy Yard- A lot more fun than oiling bearings on the old up an downers on the Moormacmar. So, one of Kings Point alumni got an award for Old Ironsides Museum



Fig 220 Cadets J Ballou & C W
Spear, SS **MOORMACMAR** 1941



Fig 222 Ballou and
others rigging a
whale boat for sailing



Fig 221 l to r ?, Jim Ballou, Ed
Malicki (Deceased) ? Buenos Aires,
1940 while on SS **ARGENTINA**

Francis G. Bartlett

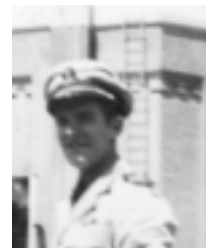


Fig 223
Francis
Bartlett

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Francis G. Bartlett

ADDRESS 14418 42nd Qve NW

CITY: Gig Harbor STATE: WA ZIP: 98332

HOME PHONE - Area Code : 206-858-7160

BIRTHPLACE : (City, State) N E Harbor, Maine DOB: 5/17/1920

DATE REPORTED TO USMMCC: June 1941

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____

Fort Schuyler yes San Mateo _____ Other _____

SHIPS SAILED ON as CADET/MIDSHIPMAN: USAT Thomas H Barry (Oriente),

USAT J W McAndrew

" Z " NUMBER: Z220608 or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 3rd Mate, Lt Jg, USNR

COMPANY(ies) SAILED WITH to 1946:

ATS yes USN yes USCG _____ OTHER United Fruit,
Bernutnuth Lembke, USN

LIST SHIPS AFTER GRADUATION TILL 1946: Jeremiah Van Rensslear, USAT Nevada,

USAT James Parker (Panama) SS Atenas, OM Bernuth, USS Gardiners Bay, USS Cumberland Sound

TORPEDOED, BOMBED, COLLISION, POW: List Ship, Date and Cause:

Torpedo Attack, - off Miami, off Freetown, Liberia, North Atlantic Kamikase raid, Okinawa

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: Naval Aviation Cadet, , Small Craft Training Center , Long Beach

DO YOU HAVE YOUR USMMA DIPLOMA" no OTHER BSE & MSE U of Michigan

HONORABLE DISCHARGE(s) USCG USN OTHER Retired USNR

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992:

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: BSE & MSE in Naval Architecture, Professionnal Engineer liscense in Washington & Mississippi , Chartered Engineer , Great Britian.

Francis G. Bartlett narrative

I arrived at Fort Schuyler in June of 1941 with a bit of a leg-up on others entering cadets for I had spent the year '39-'40 at the US Coast Guard Academy and had made their cruise around to San Francisco in the summer of '40. In spite of my father's indoctrination to sea lore I still got sea sick and with low grades was asked to resign from from USCGA that fall. So, after most of a year working for Sperry Gyroscope in Brooklyn that I forsook the displeasures of life in the Big Apple for the sea, beating the draft by a couple of months. Life as a cadet in ORIENTE was a most pleasurable part of my youth with its explorations of some of the major parts of one's life.

After a short stay Fort Schuyler in the fall of '41 I joined DELARGENTINA to continue the joys of cadooting and was in the Panama Canal December 7, the night the lights went out at sea. On returning from delivering troops to Australia I had enough sea time to write my license and got it in June to shortly join a brand new Liberty ship in Wilmington NC. After the trauma of the introduction to commanding a watch I left her in Baltimore. I was beyond my abilities at the time, a common condition for many were saddled with a lot of responsibility with little training in 1942. Serving as a Jr Third in my next ship PANAMA was a much better introduction to learning how to run a watch.

I had been bitten by the flying bug when Lindberg flew the Atlantic in 1927 and so was smitten by the attractions of navy wings of gold. After my application was approved I still made three trips in the North Atlantic. Three weeks in St John's Newfoundland among the survivors of the Battle of the Atlantic, a load of bombs to Newport England and survived the Nazi submarine menace in May, '43, then I sailed as second mate in in a T-2 with a load of naphtha and gliders to Scotland. My adventures in the great flying game followed, ground school at RPI, Pipers in Columbia, SC, Pre-Flight at Chapel Hill and finally the yellow birds at Glenview Illinois. By '44 the war situation improved and so failing my landings in 500 foot circles and a surfeit of aviation cadets left me washed out. . So I then spent August, '44 in boot camp at Great Lakes Naval Training Station.

Commissioned in October and assigned to AVP39 building at Houghton Washington, commissioning, training and off to Okinawa to mother air-sea rescue PBM's until peace came. A short stint in Tokyo Bay and orders for home in December. I did not make it out of the Navy -- TB with three years in hospitals but with the GI Bill I received a BSE in Naval Architecture from Michigan to put me back in the swim of life. Got a masters in '57 and taught engineering and naval architecture at U of Washington, U of Alexandria, Egypt, Mississippi State U and the U of New South Wales, Sydney. An interesting and good career

But the handwriting was on the wall. After retiring from the land of OZ I came back to Mississippi and suffered the demise of America's merchant shipbuilding industry. What sad end to a career where merchant ships were the intent of most of my life.

We mariners have always suffered the abuse of landlubbers but they cannot get along without us and hopefully the future holds more for this field than the recent past.

Winchell Bathurst

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Winchell BathurstADDRESS 27656 BehamCITY: Poulsbo STATE: WA ZIP: 98370HOME PHONE - Area Code : 206-697-4310BIRTHPLACE : (City, State) Seattle, WA DOB: 4/28/1916DATE REPORTED TO USMMCC: Sept. 29, 1939

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
 Fort Schuyler _____ San Mateo _____ Other None _____

Reported directly aboard SS Coldbrook later MV West Casseta later Treasure Island, San Francisco , Graduated Jan 1942

SHIPS SAILED ON as CADET/MIDSHIPMAN:

" Z " NUMBER: 125-450 or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Ch Engineer SteamCOMPANY(ies) SAILED WITH to 1946: American Mail, Alaska Steamship

ATS _____ USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: West Cusseta, Satartia, Edwin Booth,
Wn H Clagett, Samuel Clements, Bozeman Voictory, Joliet Victory

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause: Struck bu depth charge from Japanese skunk boat, April 1945, Battle for Okinawa, disabled for 30 days.

INVASIONS: List Ship, date, and where: Guadal canal, Saipan.,Okinawa, Milne Bay, Tinian

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: None _____DO YOU HAVE YOUR USMMA DIPLOMA" Yes OTHER HONORABLE DISCHARGE(s) USCG Yes USN OTHER USMS 1945 _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Lt Cmdr, USMS

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Ch Engineer, Steam & Diesel, issue # 10-13

Winchell Bathurst narrative

Graduate '42 Treasure Island, San Francisco The "War" to us, class of '42, perhaps has but one meaning. I put down, without researching files, the briefest of memories of cadet years, then the long war. One sheet we are given to recount what seemed a lifetime then.

Well here goes; —picture me two years aboard S.S. Coldbrook from September '39 till called to Treasure Island for school November '41. Had a great mentor—Ch. Eng. John Reece, I owe him much. Coldbrook-relic from W.W. I Add China and Japan as they once were.

Then a brief two months at Treasure Island, San Francisco. December 7th came and changed our lives. Received my graduation certificate and license. Reported in February to Am. Mail as engineer M.V. West Cusseta. It was a trip I shall never forget. A wooden gun on the bow and an old W.W.I cannon on the stern. By ourselves. Next the Coral Sea battle and at Guadalcanal, running for cover every night.

Next, the invasion of the Marianas after raising my license in Philly, after coming up from Cuba through the tanker war in Caribbean. To shorten this as we all must: I took leave to raise my license grade and after successive trips on various ships found myself as Ch. Eng. S.S. Joliet Victory in 1945. Made two more trips to South Pacific. The war had ended and as a finale, we sailed the Joliet to Japan, raided other ships for spares then on around the world. So then, turned this fine vessel over to Grace Line..

Oh, one or two things more, —there were long days and nights at Okinawa, lying there disabled from a bomb, sweating for thirty days on repairs, ships being sunk close by. But the joy of bringing her home and meeting again my wonderful wife and daughter— two years of age.

Then that also recalls being shipwrecked on a reef off Northern Australia, that episode enabling me to be home for the birth of that same child.

And once more that mental picture of the Liberty ship being sunk astern of us as we made our way from Noumea, Caledonia to the Solomons in 1942. The previous day a boy from that ship and I had climbed up to the little Catholic church on the hill above Noumea

And in closing, a brief word of farewell to those on the "Capillo," who died at Santo Thomas prison camp. Among them Ch. Billie Gates, a father to me as cadet on the China run.

And may I add a tribute to Howard Grader, bos'n, whom I helped with math towards his license. He gave his life preserver to a shipmate and then his life when the "Star of Oregon" went down.

July 30, 1991

Dear Captain Becker

Thank you for the recent interesting newsletter, and your comments on the "wooden gun". This unrifled replica of a 3" 50 was placed on the bow of M.V. West Cusseta at Wellington, N.Z. I'm enclosing a page from *Marine Digest*, March 11, 1972.

We were sent to the South Pacific by ourselves, with no escort vessels. It was my first trip as engineer, in March 1942. The 4" cannon pictured in the enclosed photocopy severely strained the mountings and crews quarters below when it was fired at a floating mine between Caledonia and the Solomons. It wasn't fired again that trip.

The Liberty that I mentioned being sunk astern of us in that vicinity was the "Paul Jones." Chief Engineer Wm. Gates was serving on the S.S."Capillo" when captured by Japanese in Manila. On my last trip as cadet on "West Cusseta" we cleared Manila just about one month ahead of the Japanese.

I'm also enclosing an article about the "Bozeman Victory" at Okinawa. We arrived there within days after the invasion landing. We were hit and badly damaged; we shored up the propeller shaft and rebuilt the bearings. The "Canada Victory" was sunk close by. Repairs took us 30 days. I logged some 70 air raids during that period.

The shipwreck I referred to was on the Barrier Reef, between Townsville, Australia and New Guinea. We were ferrying Aussie troops. A 12 ship convoy was led onto this reef by a commodore vessel of 12' mean draft. We were 23' stern and 21' forward! I think the count was 8 out of 12 vessels stranded. Some sunk. We were sent home for repairs. I was second engineer, on the "S.S. Samuel Clemens."

I had an interesting few weeks on "S.S. Wm. H. Chayett." We made water for the Sea Bees on Tinian Island as long as we could spare the fuel oil. The Japanese had poisoned the wells with remains. And on my first trip as chief engineer, on "S.S. Joliet Victory," we put a permanent wave on a propeller blade when we struck a sunken hulk in Manila. We could count every rev coming home.

/S/ Winch Bathurst

Yes Gene Harrower and I were shipmates on the "Coldbrook," but not "W. Cusseta." The wooden gun was probably not there when he came on. I'm enclosing some snaps. I have many others. Some day they may all be sorted out.

Regards, Captain Winchell Bathurst
27656 Beham
Poulsbo, WA 98370
(206) 6974310

P.S. My wife and I did some volunteering on the Lane Victory in San Pedro in November. They are a most dedicated group working there. She is almost ready for drydock and a cruise in the fall. Not a bad place for a branch reunion in '92?

Winch Bathurst

Taylor Anderson

Ken Myhre

Gene Harrower

Dick Crial

Bob Lundquist

Winch Bathurst & My wife Madie

Aboard the venerable SS Virginia V

Seattle, June 21, 1992

Class of '42 Again what you have done is deeply appreciated

"Keep the steam up"

Sincerely , Winch B.

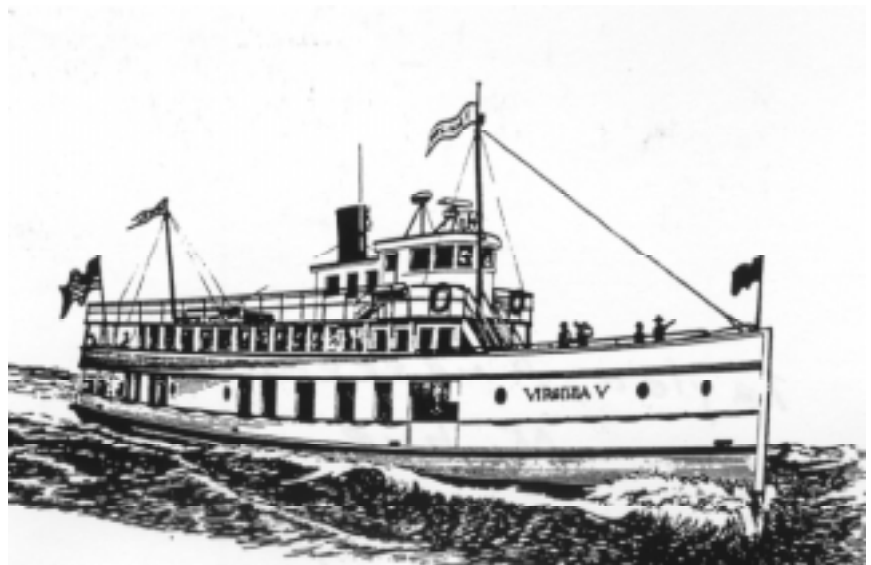


Fig 224 SS VIRGINIA V, Last of Seattle's mosquito fleet

VIRGINIA V

The VIRGINIA V has proven to be one of the most durable old wood vessels operated on Puget Sound.

From her launching day, March 9, 1922 to the present time she has been active. She is the last of the Pacific Coast steamboats. Her small triple expansion Engine has served in a sister vessel, VIRGINIA VI, until 1922 and is still operating in 1983, The steam engine was one of three built in 1898.

The vessel went into service on June 12, 1922. It has been claimed that under one master she operated for 329,999 miles without mishap or engine failure. She received a crushing blow from the 1934 hurricane.

Robert C Baugh

Deceased

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Robert C. Baugh

ADDRESS

CITY: _____ STATE: _____ ZIP: _____

HOME PHONE - Area Code :

BIRTHPLACE : (City, State) DOB:

DATE REPORTED TO USMMCC: April 1940

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____

Fort Schuyler _____ San Mateo Tiburon -- Delta QueenOther Immediately assigned to USAT Ulysses S. GrantSHIPS SAILED ON as CADET/MIDSHIPMAN: AP 48 Ulysses S Grant

" Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Lt Cmdr USNRCOMPANY(ies) SAILED WITH to 1946: North Atlantic convoy dutyATS _____ USN Yes _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946:

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where: Normandy

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" _ OTHER _

HONORABLE DISCHARGE(s) USCG _____ USN _____ OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Ch Engineer

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Robert Carlyle Baugh narrative

April, 1940, reported to the San Francisco office of the Maritime Commission and was immediately assigned to a beautiful white ship the U.S. Army Transport Ulysses S. Grant, along with Ken Myhre and two other fellows from California. A year later Baugh and Myhre survived the first cut and were transferred to a "shore school" aboard the old stern-wheeler "Delta Queen" moored at the Navy Net Depot at Tiburon, north bay San Francisco. A month later this "crew" was transferred to the abandoned World's Fair site at Treasure Island.

July 1941 came the parting of the ways, but for only a short time. By September Baugh and Myhre were reassigned to a large grey ship called U.S. Naval Transport AP 48 "Ulysses S. Grant". Alaska was the new route and Hawaii, Wake, Guam and the Philippines were surely missed. The morning of December 7, 1941 found them 100 miles out of Dutch Harbor, Alaska.

July of 1941 again was a parting time. Now licensed and wearing the shining stripe of an Ensign, Baugh was assigned to the Atlantic fleet and convoy duty, and eventually the invasion of Normandy.

After the war Lt. Cdr. Baugh left the Naval service and sailed for the MSTs aboard oil tankers, the last of which was the U.S.S. Pisverga. In 1965 Baugh sailed with Standard Oil Company as Chief Engineer aboard the S.S. Alaska Standard. He served as Port Engineer at Yokohama and at Richland, California.

After 17 years with Standard, Baugh retired with his beautiful little wife, Tammae, to Petaluma, CA. He was 73 years old when he died, survived by two sons and his widow.

Submitted by Ken Myhre and Mrs. Baugh

From 1945 Register:

Baugh Robert C. (NR) E C-42 Utah
47 Pugsey Street
Salt Lake City Utah
6-45 Lieut USNR, Active duty Navy

(3) Becker

Pierre R. Becker

KINGS POINT**INDIVIDUAL HISTORY****CLASS OF '42**NAME: (first, md, last) Pierre R BeckerADDRESS 98 Walden Pond Dr.CITY: Nashua STATE: NH ZIP: 03060-2877HOME PHONE - Area Code : 603-883-5849BIRTHPLACE : (City, State) Woodhaven, NY DOB: 4/20/1920DATE REPORTED TO USMMCC: June 1941

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____

Fort Schuyler Yes San Mateo _____ Other _____SHIPS SAILED ON as CADET/MIDSHIPMAN: 1928 SS De Grasse, SS Executive, + one day on USS Submarine" Z " NUMBER: or BOOK NUMBER: 008477 _____HIGHEST LICENSE (s) and/or RANK HELD as of 1946: First Engineer, Lt. USMS, Lt Jg USNRCOMPANY(ies) SAILED WITH to 1946: AEL, Miss SS, Alcoa, USL, MM - from 5/6/44 USNATS _____ USN Yes USCG _____ OTHER _____LIST SHIPS AFTER GRADUATION TILL 1946: William C C Claiborne, SS Washington, Bald Eagle, Sea Pike, Marine Raven, USS General John Poipe

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" Yes OTHER _

HONORABLE DISCHARGE(s) USCG Yes USN Yes OTHER _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Captain USNR -- C O of eight units., four afloat and four shoreside.DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: Training Director's license, NY & Ar, NYC Stationary and Refrigeration Engineer Licenses, First Assistant Engr, Radar Certificate, Master Inland, USN Certification for Command at Sea, Superintendent, National River Academy of USA**FIFTY YEARS of MARITIME and NAVAL MEMORIES**

1928 and 1942 to 1992

It all started at the age of six in 1928 when I was introduced into the maritime community by sailing from NY to Le Havre, France aboard the French Transatlantic Passenger Liner SS DeGrasse. The purpose of the trip was to meet and spend the

summer months with my grandparents and cousins in La Chaux de Fonds, a small town in the French sector of Switzerland. The town is also known as the world's watch capital.

After that indoctrination, my Swiss parents always took me with them whenever they met a French liner arriving with relatives. This also gave me the opportunity to visit numerous French liners including the NORMANDY. As the years went by, I also managed to visit USS LANGLEY carrier and the BB-- NY.

My schooling included grammar school St.Thomas the Apostle in Woodhaven, NY and Brooklyn Technical High School, Brooklyn NY. Both schools left me with many favorable impressions that I still remember and cherish. My father died from an accident in my 2nd year of High School and my "Swiss Miss" lived on to be 97 1/2 years.

CADET DAYS JUNE 1941 to DECEMBER 7, 1942

In early 1941, I took competitive exams for Army Air Cadet and USMC Cadet Corps. The exam questions were in line with MATHS chemistry, physics, trig, geometry and strength of material test questions. Passed both exams and a meeting was held amongst my relatives for a final decision. They gave a negative on the Air Cadet and an affirmative with the USMC. However, their concern with my sailing to Europe in 1941 was a bit on the negative side. Finally I accepted appointment and reported to 45 Broadway for instructions to proceed to Fort Schuyler.

BILL O'REILLY was appointed Senior Cadet in charge of the group I was assigned to. BILL was also attending the Naval Science course.

SS EXECUTIVE SEPT. 1941 to MARCH 1942

In Sept. of '41 we were assigned to our ships and to report aboard ASAP. My ship was AEL's Hog Islander SS EXECUTIVE. I was impressed with the name until a stevedore pointed to a "bucket of bolts" that was docked between two large modern freighters. It was the EXECUTIVE and looked like she was sinking because there wasn't much freeboard left.

Stevedores were all over the ship securing the bombers on deck and building catwalks for access to fore and aft areas. As I approached the gangway in my blue uniform, all work stopped and I felt like a jack-ass until someone my age yelled down to me and said, "Come aboard cadet and follow me". He was the deck cadet and my room mate.

HENRY ZIMMERMAN (D) was formerly a USMC Cadet and changed over to become a Company Cadet. Advantage was more money, no scheduled reports to turn in, no uniform requirements and two schoolship mates on board to teach him the ropes. One was TROXEL and the other was WAGNER. Both became Captains for AEL.

HENRY taught me the ropes and advised me to stow the blue uniform until we return six months later, wear dungarees and khakis, and to help myself to the 3rd locker in our room, and that he occupies the upper bunk with the porthole.

The third locker bothered me until I opened it and noted it was stacked full of beer. He then advised me not to worry about it since he was a Company Cadet and they condoned it.

I was then introduced to the Chief Engineer, who summoned the First, Second and Third assistant engineers to his room, for introductions. The Chief was a gentleman type, dressed in clean khakis, never went ashore, occupied #3 hatch and consistently kept tabs on mileage, speed and fuel consumption and never went into the engine-room. The C/E turned me over to the First Engr. (1/E) for bilge cleaning. This took one week removing filth that the yards birds left. After that, my work assignments came from the Second Engineer (2/E). He told me . would be cleaning fire and watersides of three BW boilers between Trinidad and Capetown.

The I/E was torpedoed while serving as Chief, on the ROBIN MOORE in June 1941. He was a boisterous southerner and could cuss you out for five minutes without repeating the same word twice. He tried to stand his 4 to 8 watches on deck adjacent to #4 hatch, at the top of the engine room ladder. The crew complained and Captain EVANS (WW I USN CDR) told the CHIEF to make the 1/E stand his watches on the floor plates. As the bald-headed 1/E proceeded down the ladder as directed, five select crew members threw five raw eggs at the I/E's bald head and scored three hits. The 1/E came up the ladder two steps at a time, while screaming and cussing. He reached the main deck and couldn't find one soul in sight. He then dashed into the C/ E's office screaming and cussing until the C/E told him to stand in the passageway so the eggs would not drip on his carpet.

HENRY and I raced to the C/E's passageway in time to hear and see the 1/E with egg on his head and face. We all had a good laugh, other than the First. Thereafter, every time the 1/E had a chore for me to do, he would yell to the top of his voice and say CAAA-DET. He would do this even though he was two feet from me. This continued until he was blessed with a sore throat.

The 2/E Collins was a tall and lean Texan. He never yelled, took time out to explain things, took me on shore leave in all foreign ports, taught me how to stand a fireman, watertender and oiler's watch and was the only engineer that expressed a favorable opinion on the concept of the Cadet program. Perhaps that is why COLLINS had me warming up boilers, putting them on the line, raising vacuum, warming up the main engine, handling the throttle during maneuvering and securing the plant and boilers on his watch.

He had been a Jr. Engr. on AEL's ACEs and was a Company man. He never got excited and always handled a casualty smoothly and efficiently. After wire brushing the internals of each watertube from inside the drum and steam cleaning each tube's fireside, etc., on three boilers, the watertender on the 2/E watch came down with some sickness and was transferred ashore in Suez. COLLINS, then advised me about the watertender situation, and told me that I was now the watertender on his watch and will stand 4 on and 8 off, seven days a week until we tie up in Hoboken, NJ. These 2 1/2 months turned out to be a vacation for me as well as on the job training. The

2/E and I worked out the BTU factors on high boiler water levels versus low levels.

My Cadet time on the EXECUTIVE was a terrific learning platform and fortunately I had one outstanding engineer (2/E) officer (COLLINS) who knew what I needed to know and helped me to learn it.

The Third Engineer (3/E) from Nova Scotia, was a gruff type who detested Cadet status and resented the fact they could be licensed in four years. He never requested to work me except when the ammonia compressor needed maintenance. Then one day the 3/E screamed when he saw me cutting an acme thread on the lathe for the 2/E. He claimed that I wasn't authorized to operate the lathe. The C/E corrected the situation and I was permitted to operate the lathe as directed by the 2/E.

DECEMBER 7, 1941 Shepherd Hotel, Cairo Egypt.

Churchill and President Roosevelt slept at this Hotel plus other dignitaries and quite frankly, it's the only clean place in town. After riding a camel to look at the three sphinx, I returned to the Hotel to clean up. I went down to the bar (it holds about 10 people) to have a coke since I didn't drink in those days nor smoke. My mother promised me \$100 if I didn't drink or smoke till I was twenty one. I was now 19 and hoping to make 20.

A BBC news commentator next to me at the bar was very conversive and was heading for Singapore. In the midst of our conversations the squawk box (radio) announced the Japanese bombing attack on Pearl Harbor. He in turn looked at me with a smile on his face and said with a British accent "Well yank you're in the war now. This is good news for us tonight".

Returned to the ship immediately and HENRY said we'll have a boat drill tomorrow and paint out "AMERICAN EXPORT LINE" and the American Flag on port and stbd hulls. We then had a half a boat drill on the next day. It was one half because both, port and stbd boats, ran out of manila line after the boats were lowered half way. Boats were restowed and secured.

They then looked for black paint to paint out the American flags and came to the conclusion that the black paint disappeared. Purchasing black paint and manila line was impossible. So, with much fortune, we continued our voyage, "dressed up" to Calcutta, India, Colombo, Ceylon, Cape Town, S.Africa, Trinidad and New York.

While en route to Calcutta, we heard many rumors of sinking, change of orders, etc. Arrived there safely and loaded manganese ore over a 21 day period. Sailed to Colombo for two days and then to Cape Town for an overnight stay. Next stop was Trinidad where we anchored for two nights while the Capt. was ashore getting briefed. The crew became impatient and managed to splice enough line to launch a lifeboat. The Chief Mate came to our room and gave HENRY and I instructions prior to holding a meeting in the crew mess. He then handed each of us a 45 pistol, checked us out and told us not to shoot unless he said so. We then went into the crew mess and the C/M addressed them with a warning, using legal terms in maritime law and restricted them from going on the boat deck. Watch mates and HENRY were put on

watch with arms and appropriate instructions. Capt. returned at midnight and we sailed at dawn on March 1 for NY. The only exciting part of the trip northbound was that we changed to an easterly course every time Sparky heard an SOS call. While off the FL coast at night we saw flames from ships and we turned easterly again. We all wore life preservers, did little work other than check provisions in the lifeboats and watch standing. Some crew member would always watch the radio shack and report whenever sparky would dash to the bridge with the report. Then HENRY would go to the bridge and report "course will be easterly". One morning at breakfast, we all felt the ship bump something "no alarm was sounded" and all hands reported to the boat deck wearing preservers. The bump was caused by the ship hitting a whale. The unannounced boat drill was secured. The weather was cold and windy as we headed into 12 to 15' seas. visibility was clear but blinding because of the bright sun and the ocean full of white caps. We were advised that night of the possibility of our arrival at the pilot station, at 0600 if we don't have to turn east again.

Arrival was timely. Then numerous officials boarded. Their key concern was that we were overdue and listed on their plotting board as such.

I then bundled up, went out on deck to view the entrance to NY harbor and docking in Hoboken, NJ. At the same my thoughts reviewed the six month trip. I thought of the good times on board, what I learned since the day I boarded, and the help and guidance I received from Collins, Henry, C/E and the C/M. I also thought of the 1st and 3rd engineers on how rational they became during the second half of the voyage.

Lt. Harold King came aboard the next day and told me of my transfer to a C-2 and to have my bags packed the next day. Payday came that afternoon and I was summoned to report to the C/E's cabin where I joined with the 1st, 2nd and 3rd Engr. The Chief gave a little talk containing compliments on cleaning boilers, serving as a watertender (7 days per week) and other favorable comments. He then presented \$139.00 to me on behalf of the Engineers present. I have never forgotten that day.

U.S. MERCHANT MARINE ACADEMY KINGS POINT, NEW YORK

MARCH 1942 to Dec. 7, 1942

Lt. King came aboard the ship next day and told me every thing was canceled, because I had my six months sea time and I was to report to Kings Point. Upon reporting at KP, I was issued a class number of IH2-01. It meant, 1H2 was the first engineering section to undergo the eight month comprehensive engineering course. The "01" meant that I was the first cadet(E) assigned. The deck cadets had similar numbers except for the odd or stbd number IH1-01.

My berthing arrangements went from Mrs.Chrysler's stateroom to the Garage and then to the porch on the second deck of the Schenck House. Odd job assignments prevailed until we had a full class of about 40 on board. Mine was helping LT Armstrong set up lathes, etc in the machine shop. Key instructors that made the most

favorable impression, to me, were; Sandburg, Armstrong, Marshall and LaRocca. We took our USCG exams in early December '42 and were told to meet with Capt. Stedman Commandant of Cadets, in his office on Dec. 7, 1942. Members of IH1 and 1H2 (40 members) gathered at the appointed hour and marched up to Capt. Stedman's office where we were told to sit on the carpet floor. He talked to us of being the FIRST CLASS to graduate ensemble from the Academy, of contacting him after the war and wishing us good luck. We then left the Academy and went on our merry way no party, no tossing hats in the air, no guest speakers, no audience, no check out, no nothing. In my case I had lined up a night engineer's job on a LYKES Hog Islander that evening.

THIRD ASSISTANT ENGINEER WM. C. C. CLAIBORNE
MISSISSIPPI STEAMSHIP COMPANY
Dec. 8, 1942 to Mar. 15, 1943

Lykes contacted me while serving as night engineer and told me to report aboard a new liberty ship (2nd one out of New Orleans) as night engineer. This was my first experience on a liberty and I was concerned about my learning at KP about dead center-dead center-dead center. Reported to the Chief's room and I was shocked to see a 300 pound plus man sitting in a wide swivel chair, and I mean wide it must have been custom built. He abruptly told me to use the 3/E room and go below. While changing clothes, I hoped I could find my way to the engine room without asking someone. After reaching the floor plates, the FWT (fireman/ watertender) informed me the ship just arrived from New Orleans; crew and officers signed off; no one is on board except a night mate, himself and the C/E; this is his first job; the regular fireman told him what to do; he's never been to sea before and he has to go to the head-NOW. He went to the head and I started to become familiar with the feed pump, valves and system, fuel oil pump, valves and system and the auxiliary circulator/ condensate pump. The FWT returned and I told him I'll be back in 20 minutes and to ring the gong if you need me. I went topside and located the night mate. He was sitting in the saloon drinking coffee and listening, if anyone comes aboard. We then talked and I became aware that; he was going to sail on the CLAIBORNE as 3/M; he was a hawspipe sailor and this will be his first trip as 3/M; the C/E is the Port Engineer for MISS. SS Company and that he will debark soon; the crew will report on board tomorrow; he was 21 years old and the Capt. was 28 and that there was no food on board. Everything was locked up. Since he admitted having a bunch of keys, I talked him into checking out the refrigerator and freezer compartments. We then cooked up some hamburgers and eggs and fed the crew of three. The C/E had his own refrigerator and hot plates. We thought it wise not to bother him.

Along about 2200, I was checking out the main engine ahead and astern links, since I didn't recall learning this at KP and the dead center problem still bothered me. Then the safety valve on the auxiliary condenser started to blow off. Remember, this unit operated the SW and condensate pumps via a steam driven engine. I adjusted the

slides fore and aft and it was still on TOP DEAD CENTER and wouldn't move. As the engine room temperature was getting warmer in the month of December and the condenser shell getting hotter, I decided to visit with the C/ E. Here is what happened: Cuss words not included.

"ME" Chief, I have a problem. The auxiliary condenser is stopped, the shell is getting hot and adjusting the slide valves doesn't help. I need help NOW.

"CE" I have been on this ship for months, trial run, and delivered it here and never experienced a problem in the engine room.

"ME" I'll see you in the engine room? (as I'm leaving).

"CE" No, show me the way to the engine room.

"ME" Thoughts only as I waited for him to maneuver out of his chair and get on his feet. I said to myself "Is this for real? Did I hear him say show me to the engine room? Boy, am I in trouble what did I forget to do?".

"CE" Grumbling while maneuvering himself to the engine room door.

"ME" I slip down facing the main engine throttle. Right hand on right rail in case I slip and left hand on the left rail and slightly forward.

"CE" He couldn't go down the same way and elected to descend backwards facing the ladder one step at a time.

"CE" Reaches the floor plates & asks "Where is the problem?" "Open steam and exhaust valves wide open and get me a hammer"

"ME" Opened steam and exhaust valves wide open and gave him a small machinist hammer. I thought, KP didn't talk about a machinist hammer or did they??

"CE" He took the small hammer, slammed it on the floor plates and it reached the shaft alley WTD. "Now get me a hammer and not a tooth pick".

The chief then hit the top of the yoke controlling the slide valve with the heavy duty machinist hammer and the pump took off doing about 700 strokes @ minute. He then slammed the heavy duty hammer down on the floorplates and said "Let that be a ----- lesson to you." As he slowly climb up the ladder I adjusted the speed of the pump and thought of KP. They never related the use of a hammer in adjusting slide valves.

The new C/E, 1/E, 2/E and two (E) cadets came aboard with the rest of the crew while I was approached by some company official to sign on as 3/E. After advising him that this would be my first trip on my license, I signed on.

The new C/E was quiet and glued to his room. The 1/E came out of retirement and was a friend or relative of the C/E. He spoke with a foreign accent and never conversed with the 2/E nor with myself. He stood the 4 to 8 and was rarely seen in the engine room. The Cadets worked directly for the C/E. The 2/E was a hawsepiper sailor, knew what he was doing, would not work overtime and objected to Cadets and USMMA/USMMCC grads.

My social contacts were: Army LT (cargo security), Sparks, Purser, LT (gun crew), 3/M and the Capt. We sailed Dec. 31, 1942, in convoy with about 40 ships plus escorts. The Capt. generally stood the 8 to 12 watch with the new 3/M and the three

of us would eat snacks together every night after 2400.

The Capt. had been assigned to the ship while under construction, during trials runs and on the trip to NY. After about a week at sea I noted a strong line of demarkation between the Capt. and the non-social engineers. I therefore learned my liberty ship engineering from the Capt. In fact he would occasionally visit me in the engine room on the 8 to 12 AM watch. Each night he explained to the 3/M and I different capabilities and characteristics of the ship. He also stressed the capability of the engine going from full ahead to full astern without operating the throttle valve. This was to be used in an emergency only--avoiding a collision or torpedo. This information was passed on to my oiler and FWT. They were 19 years of age, first trippers, clean cut and very attentive to their jobs. Occasionally, I would have them alternate jobs so we all knew how to help each other. This included handling the throttle with the "up 10 RPM's, down 5 RPM's, etc."

The third week out, while heading for Gibraltar, we ran in to a storm that cause the breakup of the formation. During the 2000 to 2400 watch the Bridge rang up a double FULL ASTERN signal. My two man crew looked at me as I put my two hands on the reverse lever and put it in reverse. For those of you who have not done this, here is what happens. RPM's decline with a strain, engine picks up vibrations, hand rails are all shaking while floor plates pop their securing bolts, main steam lines from boilers to engine are vibrating excessively and we three gathered at the throttle, ready to evacuate. The time frame for this shaky operation is about 15 seconds until the engine picks up astern RPM's which increases rapidly. After achieving full astern for a few minutes, the bridge rang up STOP then FULL AHEAD. This operation was done in a conventional manner. It seems that we in the engine room thought the Capt. was dodging the path of a torpedo. Not so, he was dodging a collision with another ship that was crossing our path. That evening at 2400 the Capt. held a critique with the 3/M and I on what took place.

Next morning, before breakfast, I didn't see any ships. The 3/M said he will call me and let me know what happened. His call came at about 0900. It seems every ship was authorized to steam independently because of the storm. Our secondary sealed order was to proceed to Casablanca. At 1000 we were coming out of the storm and the seas were favorable. The Capt. called me to see if I can adjust the Main Engine links to maximum RPM's. I said I guess I can but I don't have the Book of Instructions. The Capt. came right down with the Book he used during the trial runs and I made the adjustment as they did during the trial runs. He then directed me to log it and say "as per Captain's order on (date and time)." We then made 11.8 knots with a favorable sea condition. We approached Casablanca one morning for entry. An official boat came out and told us to leave immediately for Gibraltar because a ship was sunk in the channel. They then gave us a Canadian Corvet as escort for 50 miles. We arrived and anchored in Gibraltar till they reformed another convoy. While there, hand grenades were continually dropped near our ships, to discourage underwater demolition teams from planting bombs on hulls of ships in the harbor. These were hard times on the "hearing"

of engine department personnel. Last week of Jan. 1943, we sailed in a small convoy towards Oran and canceled out due to one half of tanker sunk in middle of harbor. We proceeded to Mostaganum, Algiers (two ship facility) and unloaded deck cargo locomotives. We then continued easterly to Arzev, (two ship facility) and unloaded remaining cargo, bombs and other essential materials of war. This was a weeks stay. The Capt. wanted to drop the IP main crank bearing because of its past history of running hot during the trial run and our recent run to Casablanca. The two (E) cadets were directed to assist me in dropping the bearing, etc. The Capt. visited the engine room on a daily basis. The CE and 1/E remained ashore and eventually were restricted to their rooms. The loss of the 1/E watch standing resulted in my operating two watches for a total of 16 hours per day. The 2/E refused the Captain's request to split the 1/E watch with the 3/E.

The westbound convoy was formed at Gibraltar - Feb. ? 1943. As we departed the Straits of Gibraltar on a sunny afternoon, I was observing a DD type of Escort off our port quarter with the African Coast in the back ground when all of a sudden she went Up in smoke. It took several minutes for the smoke to clear and when it did, there was no ship in sight. The convoy, continued heading westward. The remainder of the voyage was stable, no storms, no double FULL ASTERN, no hot bearings, no breakdowns and no Army Lt. on board with a green face. That poor guy was really sick on the eastbound leg.

That trip left me with a most favorable impression of the Capt. This trip was completely different from the last one. He excelled in leadership and managed to command personnel in a difficult situation, with much finesse. His knowledge in engineering and his visits to the engine and firerooms gave us much confidence in serving the man at the helm.

We arrived in NY March 15, 1943. The Capt. called me at home and asked me to make another trip with him as 2/E on a waiver. I thanked him and told him my goal was to sail on high pressure steam ships, and hoped my next Capt. would measure up to his standards.

SS BALD EAGLE C2 REEFER MOORE's SHPYD. OAKLAND, CA

UNITED STATES LINES May 1, 1943 to MAY 6, 1944

MASTER CAPTAIN MILDE, Chief ENGR. HANK HARRIS 1/E GEORGE CLOW

In April of '43 I visited ALCOA's office in NY and assigned to the SS WASHINGTON as 3/E. She was formerly a passenger ship with the Eastern SS Line on coastal runs. Her present operation was serving as a troopship on the Bermuda/Baltimore run. Her sister ship was torpedoed off the Florida coast. The engine room was spacious with its single LP turbine engine. After a week on board, while docked in Baltimore, the C/E, 1/E and 2/E told me that promotions are slow and it takes years to move up. I then resigned and went to USL office in NY and asked to see the Port Engineer. Fifteen minutes later, after hearing I wanted a high pressure

steam job with only three months experience, he gave me an examination, a private office to do the exam and to give the answer sheets to his secretary. After completing the exam, the sec'y told me to come back after lunch at 1330. Reported back at 1300 and was told to sit in the waiting room where I met two other young engineers looking for a high pressure job. They were going through the same drill as I was and they were not Academy nor school ship graduates. They were both called into the PE's office and dismissed within five minutes. I was then called in and met with USL's Head Port Engineer. We talked and he offered me a Jr. 3/E job on the new C1 SS CAPE MAY in San Francisco. Upon arrival in San Francisco, the USL office told me to standby while they call Mr. Sinclair (Head Port Engr NY) for me. Mr. Sinclair then congratulated me for having received a promotion while en route to SF. I was promoted and transferred to the new C2 SS BALD EAGLE, as SR. 3/E. The ship was getting ready for her trial run.

The C/E, 1/E and 2/E were USL engineers who had served on USL's passenger ships. The Jr. 3/E was a recent Fort Schuyler graduate and was on his first assignment. We all stayed at the Stewart Hotel in SF and traveled to Oakland each day.

The 1/E ran the daily machinery inspection assignments using the two 3/Es. We worked well as a team, became familiar with the high pressure plant, its characteristics, the Bailey Board automatic controls, bilge piping and service related valves. This we did, and in doing so we had to explain to our seniors (who did not bilge dive) the piping systems and valve connections.

Next came the trial runs and we all observed. Back to the yard for a few adjustments, then to a dock to load reefer cargo and then to Pearl Harbor and anchored the first night, in full view of the ARIZONA and repairs to other ships. Since we remained on steaming watches, I had the 0000 to 0400 watch. At about 0200, I eased up on deck to take a look at Pearl on a clear night. The C/E on the boat deck, spotted me and told me to come up. We were surprised to see the vast illumination over the repair facilities and the ARIZONA. We then talked of how the crews suffered and he then explained to me of the 1/E's son who lost his life aboard one of the sunken ships at Pearl. I then understood why he screams like hell at me from the top level of the engine room and converse jokingly and sincerely every evening on the aft port side of the officers deck. He always said "I'm grooming you like I would my own son." As we left Hawaii, the I/E told me to take the throttle and do the maneuvering. He did the same thing as we arrived in SF.

Next trip was to Hawaii again, Fiji and Brisbane, Australia. The trip was uneventful except for the "loss of lube oil" that occurred on my watch at about 0200, while doing 14 knots and eating cinnamon toast with my coffee. The alarm sounded, and I dashed below to the electric driven lube oil pump and tried to start the steam driven lube oil auxiliary pump. It didn't start even with the tape of the wrench. Then dashed up to the gravity tanks to open the reserve valve. At the same time the I/E and 2/E dashed to the lube oil pumps while the C/E told me to follow him and observe. The guarding valve was opened as directed, while the C/E was closing the ahead steam

valve and simultaneously opening the astern steam valve. He then brought the engine to "0" rpm and waited till the 1/E and 2/E reactivated one of the lube oil pumps. While doing so, the C/E, still handling the throttle and keeping the main engine at "0" RPM, calmly said to me, "Hey Slim, you have got to know that this 6,000 HP plant is too much for a three man watch. Your responsibility on watch is to call for help if an alarm sounds or if any unit becomes inoperative. You are not expected to rectify problems by your self and break a leg or have a heart attack while doing it. That is why we are here and must call on each other for help."

We arrived in Brisbane, was hospitalized for six weeks due to a personnel injury, and boarded the SS .SEA PIKE transport (C3) back to SF, CA. Little did I know that BILL FIGARI '42 was the 2/M on board at the time. Returned back to USL, NY and reported to Mr.Sinclair and expressed my intention to sit for my 2/E license and to marry my girl friend of four years, two of which was as my fiancée.

I immediately sat for my 2/E license, finished in a day and one half, and was told to come back Monday and do it over. I then called Mr. Sinclair and advised him of what happened and he said "do it over again and take four or five days." I complied, became licensed as 2/E and asked for time off to get married on 10/17/43. Mr. Sinclair told me to report back in two weeks and that I would remain on the pay roll.

Reported back as scheduled and was told to go to Sun Shipyard, Chester, PA as 2/E and meet with Capt. Milde at a designated hotel. Capt. Milde and I dined that evening while he gave me my instructions. We were the only two people assigned by USL for prechecks and testing of a new C-4 troopship (2nd built at the yard) SS MARINE RAVEN 9,000 HP. Each day at 1500 I gave him the results of what I witnessed being checked out. After two months of testing I advised Capt. Milde that the evaporators and fuel oil tank steam heating coils were not tested. A rush was on to get the ship, load troops and form up with a troop convoy. One morning, Capt. Milde advised me that the officers and crew will report on board today and that the trial run is scheduled for tonight. As it turned out and unbeknownst to me, we were heading for NY. We managed to get up to full speed but not without smoke. No smoke meant less RPM's. The Capt. called me personally from the bridge. I explained the situation, blowers were on full, dampers wide open and smoking black smoke. The C/E was a nice gentleman type. He said to me that he is a low pressure type and had never been on high pressure steam and so he cannot be of any help to me. The 1/E was a tall thin low pressure engr. also and looked like he came from a retirement home. He was no help either. We finally docked at the USL dock facing the USL office with the bow. Next day the fuel barge came alongside. The month was Jan. 44, the temperature was upper teens, troops had commenced to embark as we started loading bunker "C". Steam valves were open to the steam heating coils and the return lines were cold. What's the problem? The steam heating coils were in the fuel tanks and were never connected to the supply and return lines. In the meantime, the engine room gauges in the engine room are not registering and sounding deep fuel oil tanks takes about 20 minutes for the sounding tape to reach the striker plate. The C/E and 1/E were no where in sight.

While fueling several tanks and trying to top off #2 port deep tank, we struck oil that turn the gray paint job black, on the port bow and foredeck. Fueling continued and within the hour about 200 GI's were scraping the foredeck to remove the tar. Finally located the C/E and told him I was quitting because I understand an engineer is fired when he strikes oil on deck. At 1600, while packing my bags, Mr. O'Reilly Head Reefer Port Engineer, came to my room and told me not to worry. Sinclair knew from my reports that the coils were not tested. He also wanted me to stay on because I had a great future with USL and that I was the only High Pressure Engineer on board. This made me feel good and inadequate at the same time. Sinclair came aboard and gave me a nice talk and so I stayed.

I started the fuel oil transfer pump to pump up the settling tanks, which were equipped with "intact" steam heating coils. It turn out the F.O. transfer pump ran 24 hours per day, and never stopped except when in port. The noise level of the pump plus the above normal noisy reduction gears left me with deaf ears for 30 to 40 minute every time I came out of the engine room. Frankly, I didn't believe the transfer pump could pump cold oil and keep up with the settling tanks.

Next morning at sea on the 0400 to 0800 watch, the 2nd mate called me and said the troop galley can't light the fires. I sent the oiler up (no Jr. Engrs on board) to check it out. He reported all valves were open from the galley to the 500 gal oil tank topside. Reported this to C/E at breakfast and he told me to take care of it since the 1/E wasn't feeling well.

It took me three hours to locate the problem. Welding rods were jammed on the inlet side of the control valve in the galley. Third day out, I reminded the C/E to tell the 1/E to start the evaps. That afternoon at 1400, I was told they can't make fresh water. I then suggested to the C/E to tell the Capt. to approve water hours until we can make water. Our reserve FW was running low. My boilers came first, in spite of 3,500 troops on board. My hours changed from 4 on 8 off to 16 hours per day. The wipers and cadets came with me to the evaporator flat and we loosened pipe fittings here and there until we found the problems. Each day was a new problem We cleared several pipe joints of stuffed welding rods that hindered the flow of brine overboard. As we cleared blockages we lite off the evaps reducing the salinity level but not yet compatible.

The boilers were getting a few grains of salt, necessitating my blowing down each boiler twice a day and adding American Colloid Chemicals to hold a Ph value of 7. The chemicals were liquid and varied in colors of the individual chemical and purpose. The one for countering the salinity was black. The twice daily dosage of chemicals was in excess of normal operating procedures and we will run out of chemicals when we tie up in Scotland. I believed in the two hour workload maintaining the daily boiler water charts signifying the blow downs, treatments and dosage. It kept the boiler tubes from scaling.

As the evaps improved the coffee for the troops did also as well as the boiler feed. I then went back to 4 on and 8 off watch routine until we lost compressed air

three days from Scotland. The mid to 0400 watch called me at 0200 to let me know the boilers were panting. I went below , heard the boilers panting (whoom, whoom), saw the main steam lines shake a bit (like on the liberty ship), glanced at the Hagan Board and saw the Air pressure at 15 lbs in lieu of 40 to 60 lbs.and the oil pressure was 300 lbs! I headed for the after end of the boilers while telling the 3/E to wake up the electrician pronto. I reached for the port damper bypass valve and opened it wide open. I then did the same for the stbd boiler. It was a relief to hear the panting lessen and stop. We were now on manual controls for air and fuel oil. A non standard feature occurred. The loss of compressed air to Combustion Control Board caused the fuel oil pressure to increase to 300 lbs while the forced draft dampers closed causing the retention of combustion within the firebox. At that time the bridge called, asked for me and told me to come to the bridge. It was a dark night and cold. Tripping hazards were all over the deck so I cautiously took my time hoping my hearing would come back fast. I met the Capt. in the Chart Room and he told me of two sets of flames shooting up in the air some 100 above the top of the stack which lite up the entire convoy. He also said he has to write a report on this as per Convoy Commodore's orders. I gave him my explanation starting from the loss of air and requested for a Combustion Control Expert to come aboard in Scotland and verify that the sequence of events that follows after a loss of air pressure is abnormal.

Today's politics come out with "Where's George ?" Back then I thought but never said it "Where's the C/E and 1/E ?"

Arrived in Scotland late Feb.'44. USCG, ABS, Insurance, etc came aboard. Boilers (fire boxes and drums) were opened for inspection. Those poor chaps couldn't stand the constant noise from the F.O. transfer pumps pumping unheated bunker C.

During this trip the C/E died at sea and the 1/E was restricted to sick bay or to his room until arrival in NY. Things went so fast for me on the SS MARINE RAVEN, that the names of the mates, engineers, cadets and others didn't matter. My primary concern was to get us back and go USN.

Arrived in NY March 10,1944. Sinclair and O'Reilly made me feel like one of the team but no one answered my question "What happens when the fuel oil transfer pump quits" ?

We sailed on March 20 for Scotland in another troopship convoy. There was a new C/E and 1/E on board. Boiler tubes had been reinspected because the stories worked up to the possibilities that I fed salt water to the boilers and ran out of chemicals before arrival in Scotland. Hogwash.

This trip was uneventful except for the MV ERICCSOON returning to port after aborting the scheduled transit. Other than that, I managed to think of going Navy. The Naval ships I had visited in the past seem to have plenty of manpower, kerosene tools, rags, etc. Officers didn't have to clean boilers, stand watches 4 on 8 off, they didn't have to change strainers and clean same, they didn't have to work with a skeleton crew, they wouldn't go to sea in the N. Atlantic without operative fuel oil tank steam heating coils, they didn't have to sound fuel oil tanks and did not clean lube oil

purifiers. Bridge watches had 13 guys up there to cover all bases, they had heavily armed gun crews and all military personnel were included in the forthcoming GI Bill of Rights, while the Merchant Marine wasn't. So, after one of the green FWT changed F.O. strainers one day and reassembled the unit with a cocked gasket, switched strainers and gave the surrounding areas a black oil bath, I said to myself "go Navy."

Arrival in NY was May 2, 1944 and all engineers and black gang signed off. I wasn't about to train a new crew of low pressure engineers. Mr. O'Reilly came aboard and I told him I was going into the Navy. He threw a party for me, with USL personnel, wished me good luck and told me to come back after the war because they had me assigned to the 1/E billet on the AMERICA. It was quite a compliment for me personally and I kept in touch with them while in the service. Over the years, I received three offers to join the USL management staff.

MAY 6, 1944 to MAY , 1946 USS GENERAL JOHN POPE, AP 110

Reported in at 90 Church St. 5/6/44 gave them my experience, ships, tonnage and HP. The regulations qualified me for LT, and they said I should get at least LT(jg). I signed the papers with my date of rank as ensign for pay purposes as of Dec. 28, 1942. Received orders to report to the USS GENERAL JOHN POPE AP 110, as Ensign, because I was commissioned at 20 years of age. My pay scale went down from \$500 to 160 per mo.

Reported on board and was escorted to the Chief Engineer's room where I met a formal spic and span USN Officer who was transferred from the BB NEW YORK to the POPE. The NEW YORK was a low pressure steam plant with reciprocating engines while the POPE was very advanced in engineering and was new to him. The Engineering Department consisted of 11 officers and 107 enlisted engine dept. personnel. BOB JOB '43 was the "B" Division Off. and was a room mate for a total of four per room. This was a let down from my 2nd engineer's 12' by 10' private room on the MARINE RAVEN.

As the Chief Engineer and I talked, he advised me that I would stand watches for one year as a junior officer of the watch in the engine room. Being a novice at the time, but knowing my technical capability, I accepted his proposed rules. We then went below to # 2 Engine Room which was main control. A fast look at the DeLaval main engine, and two turbine generators, a shaft coming from the fwd engine room, auxiliaries and the shaft alley, I asked "Wild Billy Bengal" the C/E, what was needed to qualify as senior officer of the watch? He response lacked for words and finally came out with "you must know Navy Regulations in Engineering, boiler operations and maintenance, Main engine operations and maintenance, how to parallel generators, etc." I came back jokingly with "I can do all that and if you let me light off tomorrow without enlisted help, would you please qualify me?" He thought about it for a while and it became a question and answer period for which I had the answers since he had come off a low pressure steam job and never experienced high pressure, automatic combustion controls (Mason Neilan), super heated steam, desuperheated steam, etc.

The deal was finalized for me to light off two C-3 plants by myself at 0300 the

following morning, while excess sailors stood around and watched me. This was most amusing to me and unknowingly at the time, earned a high degree of respect from all concerned. The grapevine also reached the captain's quarters. I then qualified en route from San Diego to Seattle. Three months later, as assistant Chief Engineer, I became a non watch stander and concentrated on fully automating both fire rooms. This in turn brought the watch standers to a merchant marine operation leaving me with 30 excess personnel who were promptly put to the art of painting all engineering spaces from the top of the stacks all the way down to and including the bilges. This resulted in the POPE's getting top marks at each quarterly inspection conducted by an EDO Capt.

About a year later the C/E (USN) received orders to serve as XO on a large ship subject to the availability of a qualified relief. I was called to the Captain's stateroom along with the C/E and was asked "point blank" by the Capt., "can you serve as C/E aboard this ship with confidence and do the job that is required?". My response was "yes sir". During that port stay someplace in the South Pacific, I moved from a four bunk room to a suite of three rooms one deck below the Captain, this was first class, with a private bedroom, private head, conference room and office space. The Dept. Head CDRS did not appreciate a junior officer occupying a CDR's slot and the suite that came with the assignment because of the gauges and phone connections. I also helped carry the ex C/E's baggage off the ship for fear he would miss the launch.

After that, my time as C/E was spent on keeping the excess crew members busy, painting, alternating watch standers with day workers and studying for my 1st assistant engineer's license which I received in Seattle, the next trip.

VJ day came as we were headed for Manila with 5,000 troops. We unloaded the troops and embarked General MacArthur's back up staff personnel and headed for YOKOHAMA where we docked!! Amazingly, the docks were intact and not destroyed like the Manila docks. The Army Officer in charge of fueling the POPE came aboard and greeted us again. He was the same chap that fueled us in the islands and in Manila. After fueling, he told me he had a jeep and would take me to town for a nice Japanese dinner. He also told me to wear my 45 as per regulations. It felt strange to see all the Japanese men dressed in uniform without arms. The restaurant floor was highly varnished and the table cloths and napkins were clean. The service end was handled by females with politeness.

Upon our return to CONUS, the POPE was placed on the Magic Carpet list and dashed across the Pacific a few more times to bring troops home ASAP. The POPE never sailed in convoy because of her 20 knot usual speed. But this was the first time we sailed with lights on, open port holes, no blackout, no GQ at sun up and sun down and no zigzagging. The Magic Carpet runs resulted in a reduced crew via no replacements, minimum maintenance and repairs, no painting ship's hull, decks nor spaces, requisitioning of supplies minimized, ordering spare parts restricted to emergency parts only and turn around in port reduced to a few days unless the boiler's brickwork fell in the firebox and blistered the boiler cover plates. This happened to the POPE. Our new ambitious Capt. and I attended the arrival conference where they

determine how soon you can sail. My Capt. said the ship is ready to sail as soon as it's fueled and provisioned. I disagreed and requested an inspection of the fire box in #3 boiler because the brickwork had fallen and I rigged portable blowers to cool the blistered casings to maintain speed. They finally sent two CDR's and a LCDR to inspect the firebox and casings. The inspectors agreed with me and it cost the Capt. ten days delay in departure, for repairs. He was the type that tried to run 20 kt plants at 21 knots without smoke. Nor would he give me time to clean boilers. He was not aware of the airpuff soot blower inadequacies vs steam. The superheat was down to 680 in lieu of 720 degrees. You engineers know that we were going to lose speed every day of the voyage and I advised him of such. He came off a low pressure steamship and wasn't qualified to command this class of ship.

I had enough points to get off the next trip and so I did. I was asked by the shore command to stay on with a temporary increase in rank and go Regular Navy. I thought about it overnight, called Mickey for her advice and the answer was no. As I watched the POPE sail from Seattle on another trip, her hull was filthy, stacks dirty and smoking like always.

Thereafter, I became active with the USNR programs, made a few voyages and went back into the Navy in June 1950 aboard the carrier USS ORISKANY CVA-34 as a plank owner. She had an engineering complement of 26 engr. officers and 800 enlisted personnel. This experience and knowledge led me to my maritime and naval careers, for which I am very grateful. It also enhanced my travel record to 52 countries.

Key assignments were:

Maintenance officer Bureau of Ships, Auxiliary Type Desk,
40Q Auxiliary Ships, 37 PE Engineers, BUSHIPS, Wash, DC
Chief Damage Control Instructor MSTSLANT, NY;
Training Director -- American Merchant Marine Institute, NY;
National Maritime Union School Training Director, NY;
Chief, Division of Maritime Manpower Development - Marad, Wash. DC;
Special Assistant, Gulf Coast Regional Director, MARAD, New Orleans, LA;
Superintendent, National River Academy, Helena, ARK. and
International Maritime Consultant, International Maritime Assoc., Wash., DC.

UNITED STATES NAVAL RESERVE

Commanding Officer of (8) units, (4) afloat and (4) ashore;
Selection Board Member for the promotion of Naval Reserve Officers Lt(jg) to Lt, Lt to LCDR, LCDR to CDR and CDR to CAPT.
Key Navy Mobilization Assignment; 1961: OinC Activated WW II steel hull Minesweeper '61 and delivered same to Youngstown, NY via St Lawrence Seaway and Lake Ontario. 60 days, \$60,000 and 1,600 miles.

KEY MOBILIZATION 8ILLETS

Operations Officer, COMSTSLANT,
Operations Officer, COMSTS,
Commanding Officer, Island - Atlantic,
Commanding Officer, USNS MAURICE ROSE Transport P-2
5,000 troops, 20,000 tons, 20,000 HP, 444 complement.
Chief of Staff, COMSTSLANT,
Chief of Staff, COMSTS.

Pierre Becker



Fig 226 Lucky Pierre
& AB atop a bomber
headed for Suez,
Nov 1941



Fig 227 3rd
Engr Pierre
Becker



Fig 225 Cadet
Becker with John
Church at Fort
Schuyler - Aug.
'41



Fig 228 Engine room crew members



Fig 229 2nd Engr



Fig 230 Casualty of War, Oran, Jan '43



Fig 231 2nd Engr, 1st Engr
Georie Clow, Pierre Becker



Fig 232 Jr 3rd Engr (Byrnes-Fort Schuyler), Pierre Becker, and Purser



Fig 233 Cadets, on board



Fig 234 Cadets & Pierre Becker
North Atlantic, April 1944



Fig 235 Pierre
Becker, assigned
to SS **BALD**
EAGLE, C-2



FIG 236 Pierre Becker and
Maury Gross, 50th reunion, 1992



Fig 237 RADM Paul Krinsky '50, Pierre Becker,
Jack Ring '59



Fig 238 At Homecoming, Pierre Becker '42 and RADM Thomas King '42 USMS (Ret), present class of '42 gift of \$127,344 to the Kings Point Challenge to Fritz Klausner '62, Ken DeGhetto, '43 Jack Ring '59 and RADM Paul Krinsky '50 Superintendent.



Fig 239 Cdr Pierre Becker leading 4 DE's, Division 3-4 into Gitmo while serving as CO of the flagship USS A T HARRIS DE-447, 1964. In 1965 promoted to Captain and assumed SOPA assignments in Caribbean foreign ports of call.



Fig 240 Cornelius Farley,
Bill Mitchell, Warren Beebe

**(4) Beebe, Bein. Boller, Bronson,
Brown H., Brown J.,
Bryan, Bucher.**

Warren H. Beebe

From a news paper clipping

Warren H, Beebe -- Retired Merchant Marine

Warren H Beebe of San Rafael a retired merchant marine and shipping coordinator, died at his home, Sunday, June 23 1991, after a long illness. He was 70. He was a native of Plainfield NJ; Mr Beebe lived in Marin for 26 years He graduated from King's Point Merchant Marine Academy in Long Island, NY, in 1942.

Mr. Beebe worked as a merchant marine for 15 years. Though he never worked as master mate or captain, he was the second youngest person ever to be licensed as a master mate in the Standard Oil fleet in New Jersey. He worked as second mate and chief mate for the fleet during World War II.

Mr Beebe later joined Chevron Corp. In New Jersey then transferred to Hawaii. He lived in Hawaii for 4 1/2 years and was in charge of coordinating travel there by Chevron ships. He transferred later to San Francisco, where he worked as a trainer and a safety engineer. Mr. Beebe also worked for several years as operations coordinator for Chevron's wharf in Richmond.

Mr. Beebe retired eight years ago. He was a member of the Sons Jr, Retirement chapter in Berkeley. Mr. Beebe was also a member of a Novato hiking group and a group of retired Chevron employees who gathered regularly for lunch. In addition to hiking, Me Beebe enjoyed carpentry and gardening.

Survivors include his wife, Jane Beebe of San Rafael, a daughter Cynthia Hughes of Beaverton, Oregon, two sisters, Harriet Orr of Cedar Knolls, NJ and Ruth Ellis of Meadville, Penna; one grandson. A memorial service is set for 5 p.m. Friday at St Paul's Episcopal Church, 1123 Court Street, San Rafael. In lieu of flowers, the family prefers memorial gifts to the Rector's discretionary fund of St, Pauls's Episcopal Church or the Bay area Seafarer's Service.

Russ Holm letter

WARREN BEEBE: --- "our pal and classmate, 60 R?T as Skipper of an Esso Tanker, Aruba-NY. A memorial service was held at his church, St Pauls in San Rafael, CA. Cornelius Farley and others attended. We will miss 'Warren's smile, his manner, but, above all his physical presence at our 50th. But then again, some of us might be scheduled to be with Warren that day instead of at Kings Point - we shall see".

Woodworth C. Bein

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Woodworth C Bein

ADDRESS

CITY: Lavallette STATE: NJ ZIP:

HOME PHONE - Area Code :

BIRTHPLACE : (City, State) New York, NY DOB: 6/30/1920

DATE REPORTED TO USMMCC: June 1941

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
Fort Schuyler Yes San Mateo _____ Other _____

SHIPS SAILED ON as CADET/MIDSHIPMAN: Alcoa Prospector

" Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946:

COMPANY(ies) SAILED WITH to 1946:

ATS _____ USN yes USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: USS La Salle , USS General S. D. Sturgis

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where: Guadalcanal, Tarawa, Kwajalein

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" __ _

HONORABLE DISCHARGE(s) USCG _____ USN Yes OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: 2nd Mate, Lieut. Cmdr.

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: B A Univ of California

WOODWORTH C. BEIN

"Beava"

877 Wyoming Ave, Maywood, NJ

"What comes first the chicken or the egg?" That's one of Beva's old ones. Puns, he claims show intelligent humor., He annexed a variety of letters in track and then attended Columbia University

Cadet Regimental Adjutant

Personal History Woodworth C. Bein

Following recent conversations with Vic Cotz and Pierre Becker regarding the Class of '42 Reunion, this Personal History was prepared at home in New Jersey - appropriately enough in OCEAN County (Lavallette).

Our home is on a barrier island; approximately 500 yards from the Atlantic ocean to the east, and 300 from the Barnegat Bay to the West.

I was born in NYC (Manhattan) on June 30, 1921, from my earliest recollection I was interested in ships and the sea - not fire engines! After my graduation from Teaneck High School (NJ) in 1938 and a stint with an Insurance Company, I sought and received an appointment as Cadet (D) US Maritime Comm. in June 1941.



Fig 241

Woodworth C.
Bein

After two months basic training at Fort Schuyler, I was assigned to the "Alcoa Prospector" and served aboard until June 1942. The ship carried general cargo south to the West Indies and South America, and bauxite north. We were northbound off Carolina, en route to NY on Pearl Harbor day; thereafter, we operated out of Mobile and New Orleans. In June 1942, I was ordered to Kings Point and assigned to Section 1-H-1. While there I served as Regimental Adjutant, until graduation on the first anniversary of Pearl Harbor.

After obtaining my third mates license on December 17, my fiancée and I were married on Saturday, December 19, 1942. The following Monday I received my commission as Ensign (USNR) - and my active duty orders - report to Comm. 13, (Bremerton Navy Yard), to await further orders. My first assignment was to the "USS La Salle" for "Conversion...and duty on board when placed in Commission." La Salle was commanded by Cmdr. F.C. Fluegel USNR, under whom we Cadets served when he was at Kings Point. The ship was assigned to the 5th Amphibious Force, as an assault transport. I served aboard from

March '43 to February '44, duties included Deck Watch Officer, Division and Battery Officer and Asst. First Lieut. During this period "La Salle" saw action off Guadalcanal, and the Assault and capture of Tarawa (2nd Marines) and Kwajalein (4th Marines).

My next assignment was to the "USS General S.D. Sturgis", in connection with "Conversion and duty on board when commissioned," July 10, 1944 in Portland, Oregon. During this period I obtained my Second Mates license in San Francisco. The "Sturgis" operated in the Pacific Theater until V.E. day. On May 17, 1945 she was ordered to San Francisco from Manila. On June 16, "Sturgis" was underway to Marseille via the Panama Canal. She arrived on July 9th, embarked combat engineers, and sailed the next morning for Hollandia, New Guinea. The troops were disembarked and "Sturgis" steamed to Manila, arriving, August 20, 1945.

By then the Japanese were suing for peace and the Gen. Sturgis was selected to carry several signers of the terms of surrender and other ranking American and Allied officers to Japan. Four star Gen. Courtney Hodges, commander of the First Army and eighteen other officers of General rank were aboard.

The "Sturgis" entered and anchored in Tokyo Bay on August 31, 1945. Early the next morning she docked in Yokohama - one of the first four American ships to do so since the war began. The "Sturgis" sailed for Seattle on September 26, 1945 - arriving on October 8th. After one more voyage to Japan, I was detached from the ship and proceeded to New York for release from active duty (February 19, 1946).

My wife and I (with daughter!) returned to our home in California. I enrolled at the University of California (Berkeley) and graduated from the School of Business Administration in February 1948, (Major, Foreign Trade and Shipping!) I joined I.B.M. in Oakland in March 1948 as a Sales Trainee and served in various sales and management positions in California, Utah, Idaho, Washington D.C., and metropolitan New York City. After retiring in 1977, we "dropped the hook" in Lavallette.

I was discharged from the Naval Reserve in April 1984 with the permanent rank of Lieutenant having held the temporary rank of Lieut. Cmdr. from January 1952 until August 1953.

I salute the USMMCC and Kings Point

Leon C. Boller

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Leon (Lee) C BollerADDRESS 420 Swarthmore Ave SCITY: Swarthmore STATE: PA ZIP: 19081HOME PHONE - Area Code : 215-543-7430BIRTHPLACE : (City, State) South Byron, WI DOB: 6/25/19117DATE REPORTED TO USMMCC: June 9 1941INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
Fort Schuyler yes San Mateo _____ Other _____SHIPS SAILED ON as CADET/MIDSHIPMAN: SS Uruguay, MS American Builder" Z " NUMBER: Z-221158 or BOOK NUMBER: _____HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 3rd Assistan Engr. Lt, USNCOMPANY(ies) SAILED WITH to 1946: Moore McCormack, US LinesATS _____ USN yes USCG _____ OTHER _____LIST SHIPS AFTER GRADUATION TILL 1946: APA 111 -USS General Anderson,
DD 841 USS Noa

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" Yes OTHER _HONORABLE DISCHARGE(s) USCG Yes USN yes OTHER _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: LCDR USNR Ret

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Letter to Pierre Becker 4/8/91

Dear Pierre:

Thanks for your good work and newsletter. Sorry to note Joe Holland is no longer with us. Your last letter indicated that he was looking forward to 1992. Enclosed is a check for \$25.00, enclosed is my history and note on first visit to KP.

Please note the photo from, Polaris of the eleven (ten) who went directly on active duty - Navy. For fifty (50) years this has been shown ass-backwards, the original print was made from the wrong side of the negative. Also we were not chosen for active duty, we volunteered.

Respectfully

/s/Lee Boller '42

FIRST CADETS TO VISIT KINGS POINT:

The fall of 1941 when stationed at Fort Schuyler Commander Jacky Wilson (then Lieutenant) requested me to select two Cadets and drive (my private auto) to the Chrysler estate near Great Neck. He drew a map and gave me proper instructions.

The prospect of the Kings Point estate being the permanent site for the Academy was being negotiated and he wanted to know how many Cadets could be billeted in the existing buildings. One Cadet selected I am sure was Jim Scanlan and the other I do not remember. Armed with pencils pad, and tape we measured bedrooms and servant quarters in the mansion and living quarters over the multi-car garage. The only auto in the garage was a classic wirewheel Chrysler brougham limousine. A lucky collector likely owns that vintage auto today.

At this time most of the original furnishings and art pieces were in the mansion being appraised by various buyers. These included two very large oriental rugs still covering the living and dining room areas. A very large tapestry hanging on the living room wall was evaluated slightly under one hundred thousand dollars. The pipe organ in the small chapel could be remotely controlled for music selection from a push-button tray under the head of the large oak dining room table. The master bedroom was beautifully decorated with French silk brocade covering all walls. Needless to say, this room was never intended to be a bunk room for "salty Cadets".



Fig 242
Leon C.
Boller

LEON CHARLES BOLLER
"Lee"

Oakfield, Wis.

Known as the 'man of many worries,' Leon took a deep interest in classroom activities. He attended the University of Wisconsin before enrolling as a Cadet.

Commander of the Headquarters Company

letter to Pierre Becker

March 17, 1992

Capt. Pierre P. R. Becker USNR (ret)
98 Walden Pond Drive
Nashua, NH 03060



Fig 243 Pierre Becker and
Lee Boller

Dear Pierre:

Enclosed is my contribution to support the class of '42 History.

Also a short historical note of interest concerning the first cadets to visit the Academy site in 1941 I note Andrew Snider's letter mentioning Mrs. Chrysler's "bidet" in the mansion. It is odd that I did not remember this, whereas, I remembered all the other elegance of the estate as described in the above note during the visit of two cadets classman and myself.

At the 25th reunion in the mansion I met Capt. H. V. Nerny for the first time. He remembered me because of a model screw-jack I had designed and machined for him as a Cadet. Later he sat next to me at dinner and abruptly started the conversation by stating "If you cadets thought you were confused we were more-so as the blind leading the blind taking only one day at a time". He was referring to the pre-WW II and early period of the Academy when uncertainty was the plan of the day.

Respectfully,

LCDR L C Boller USNR (Ret) '42

Howard A. Bronson

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Howard A BronsonADDRESS 43 Pearl StrCITY: Mystic STATE: Conn ZIP: 06355HOME PHONE - Area Code : 203-536-6156BIRTHPLACE : (City, State) Waterbury, Cn DOB: 12/14/1921DATE REPORTED TO USMMCC: Summer 1940INDOCTRINATION TRAINING AT: Billard yes Pass Christian _____Fort Schuyler Yes San Mateo _____ Other _____SHIPS SAILED ON as CADET/MIDSHIPMAN: SS Manhattan, MS Tampa, Chatewu Thierry

" Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946 Lt, USNR, Chief MateCOMPANY(ies) SAILED WITH to 1946: US Lines, American Pioneer Line, US Navy , B e r n u t h
LembkeATS _____ USN Yes USCG _____ OTHER _____LIST SHIPS AFTER GRADUATION TILL 1946: USS Lakehurst, USS Sangay, USS Sumter, USS ChemungTORPEDOED, **BOMBED** COLLISION, POW: List Ship, Date and Cause:INVASIONS: List Ship, date, and where: USS Lakehurst APM (Safi, Morocco USS Sumter APA
42 Marshall Is, Kwajalein, Marianan- Saipan, Palau, (Anguar & Pelilu, Phillipines, - Layte (Tacloban)
Phillipines, - Luzon-Lingayen, Okinawa- Naha

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" Yes OTHER _____HONORABLE DISCHARGE(s) USCG _____ USN Yes OTHER _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Master, Oceans 7th issue

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Captain Howard Bronson, Master Mariner, 10/9/90

USMC CADET/MIDSHIPMAN ACTIVITIES

1940 Spring. Reported to Adm. Billard Academy, New London, CT. as a Maritime Commission Cadet. After what must have been a few months, was assigned to S/S "Manhattan" U.S.Lines running Intercostal (NY Havana Panama Acapulco California) carrying passengers & Scotch whiskey from U.K

After she grounded on the coast of Florida transferred to M/S Tampa (Am. Pioneer Lines) making alternate trips from NY to Australia & NY to Philippines. & China. Dec 5th.'41 returned to U.S. on board M/S Tampa from Far East voyage.

Dec 8th.'41 Reported to U.S.N. 3rd. Naval Dist. H.Q. Placed on active duty as

Midshipman USNR & reported to U.S.S. "Chateau Thierry" at Brooklyn Army Base. Sailed same day for Iceland. Remained on board for apr. 9 mos. in constant N. Atlantic convoys to Iceland, U.K., Ireland (Belfast). Also on board, in same unenviable status, were Larry Whistler, Joe Simone, C.W.Johnson, Jimmy Clarke; all deceased now, I believe.

I know that the above Midshipmen & myself spent approximately a month at Fort Schuyler supposedly being indoctrinated in Naval Science prior to assignment to the "Chateau Thierry".

Fall '42 transferred off "Chateau Thierry" to Kings Point for "Duty under Instruction". J.Wilson (U.S.Lines) was Commandant at the time. Recall considerable friction at the time between USMS & USNR people on active duty particularly over shore leave. While studying for 3rd Mates license, trained cadets in "Abandon Ship Procedure" by jumping off the high board at the Chrysler pool in a kapok-block lifejacket, holding the jacket with one hand and the family jewels with the other. Also instructed in lifeboat sailing & rowing.

After about 3 months, sat for 3rd. Mates license was commissioned Ensign USNR & immediately assigned to USS" Lakehurst" (APM 9) as Navigator

N.B.-- Dates & times are fuzzy, perhaps, due to lack of availability of documents and a certain lack of interest in trying to root them out. After many intercontinental moves & the not surprising family break-up that happens to most professional seamen, I am not amazed to find that my 7th issue of Master Oceans is the only document I can readily lay hands upon, and as Shakespeare put it, "twill suffice".

/ s /

Captain Howard A. Bronson '42



Fig 244 Right -
Howard Bronson, I
Fred Fricker

letter to Pierre Becker

April 30, 1991

Dear Pierre:

As requested, herewith my "Individual History" form completed to the best of my recollection. As a "former Naval person" you will realize that diaries during wartime were prohibited certainly in U.S.N. ships

Thanks for all the interesting correspondence. All this activity has brought about my contacting both James Clarke, '42 and Stanley Doyka, '42. A real pleasure, and I lookforward to seeing them in '92, or sooner.

Hughes B. Brown

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Hughes B. Brown
 ADDRESS 11411 Donavan Rd
 CITY: Los Alamitos, Ca STATE: Ca ZIP: 90720
 HOME PHONE - Area Code : 310-431-6879
 BIRTHPLACE : (City, State) Hollis OK DOB: 9/2/1919
 DATE REPORTED TO USMMCC: Nov 3, 1939

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
 Fort Schuyler _____ San Mateo _____ Other None _____

SHIPS SAILED ON as CADET/MIDSHIPMAN: SS President Taft --
later USAT Willard A Holbrook

" Z " NUMBER: Z 46649 or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Ch Engineer Steam unlimited
 COMPANY(ies) SAILED WITH to 1946: American President Linbes, Army Transport Service
 ATS yes USN _____ USCG _____ OTHER _____
 LIST SHIPS AFTER GRADUATION TILL 1946: USAT Willard A Holbrook, SS James McNeil Whistler, SS
Cape Mendocino, SS Marine Cardinal

TORPEDOED, BOMBED, COLLISION, POW: List Ship, Date and Cause: SS James McNeil Whistler, --
hull split in Aleutian Islands storm, SS Cape Mendocino collision off New Guinea coast
 INVASIONS: List Ship, date, and where: Saipan on SS Cape Mendocino
 RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" No OTHER _

HONORABLE DISCHARGE(s) USCG Yes USN _____ OTHER US Army _____
 HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Chief Engineer Steam
 DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Hughes B. Brown Narrative USMMCC File Number: 2-180

March, 1939 After passing the first competitive entrance exam for USMMCC, was placed on the appointment list as No. 2 as engine cadet and No. 10 as deck cadet on the west coast. Reported to the Cadet Training Instructor, San Francisco, CA. No training billet was available, so was assigned directly to a ship, to receive less than "open arms" reception from unlicensed crew due to feelings from bitter '37 west coast maritime strike.

November 3, 1939 In San Francisco, signed on as engine cadet on the SS PRESIDENT TAFT, American President Lines. This vessel was on a six weeks Trans-

Pacific run with calls at Honolulu, Yokohama, Kobe, Hong Kong, Manila, Hong Kong, Shanghai, Kobe, Yokohama, Honolulu, San Francisco, Los Angeles. Remained on this vessel with American President Lines operation until June, 1941.

June, 1941 Vessel was taken over by the Army Transport Service and later renamed USAT WILLARD A HOLBROOK. Served as engine cadet but had assignments as watertender, refrigeration engineer, and Junior engineer due to lack of competent personnel. As an Army transport we made calls to Honolulu, Guam, Manila and Seward, Alaska. October, 1941 With two years as an engine cadet and two years of engineering

studies at Northeastern State College in Tahlequah, Oklahoma, Bureau of Marine Inspection and Navigation confirmed that I was eligible to sit for a license. Therefore the Cadet Corps considered that this would complete the required time and listed me as a 1941 graduate instead of being in the 1942 class, with which I was originally assigned. As a note, I still attend the 1942 functions.



Fig 245 Hughes
B Brown

November, 1941 Signed on as Third Assistant Engineer aboard the USAT WILLARD A HOLBROOK. With 2,800 troops bound for the Philippines, we left Pearl Harbor the Sunday before December 7th. After the Japanese attack we joined the PENSACOLA. A convoy which included USN and Dutch transports, and landed the first American troops in Australia. This convoy was supposed to be reinforcements for MacArthur. We called in Bombay and Karachi and landed the first American troops in India. The vessel was sent to Kenya,

Africa to pick up Australian and New Zealand troops to take home after Crete and African desert fighting. While in Sydney on May 31, 1942, a Japanese submarine sunk a ferry boat in the Harbor.

October, 1942 Assigned as Second Assistant Engineer on the liberty ship SS JAMES MCNEIL WHISTLER. On the maiden voyage the ship split in a storm off Alaska. Repairs made in Portland, Oregon, and made three trips to the South Pacific.

on the C-1 SS CAPE MENDOCINO, troopship

June 5, 1943 Signed on as Third Assistant Engineer promoted to First Assistant Engineer on August 17, 1943, and to Chief Engineer on April 17, 1944, continuing until July 26, 1945. My time was continuous from cadet appointment on November 3, 1939 until this date with no vacations.

September 24, 1945 Chief Engineer on the SS MARINE CARDINAL. Operated by American President Lines as a Naval troop ship.

November 21, 1946 Chief Engineer on the SS MARINE FALCON, operated by American President Lines as a passenger ship from New York to Cobb, Ireland; Le Havre, France; and Southampton, England.

October 10, 1949 Chief Engineer on the SS PRESIDENT MONROE, C-3P passenger

ship on the Round the World run.

December 15,1951 Port Engineer for American President Lines in New York.

February 15,1961 Superintendent Engineer for American President Lines in Los Angeles.

July 1,1975 Director of Operations Atlantic Region for American President Lines in New York.

July 6,1976 Director of Operations South Asia,for American President Lines in Singapore.

June 7,1977 Assistant Managing Director for American President Lines in Taiwan.

July 1,1980 Country Manager Pakistan for American President Lines in Karachi, Pakistan.

September 1, 1983 Retired

John C. Brown

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) John C Brown

ADDRESS 231 Royal Dunes

CITY: Ormond Beach STATE: Fla

ZIP: 32176

HOME PHONE - Area Code : 904-441-3913

BIRTHPLACE : (City, State) Philadelphia, PA

DOB: 1/26/1921

DATE REPORTED TO USMMCC: 1942

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____

Fort Schuyler _____

San Mateo _____

Other PA

Nautical

School

SHIPS SAILED ON as CADET/MIDSHIPMAN: USS Seneca

" Z " NUMBER: _____ or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 3rd Mate, Lt USN

COMPANY(ies) SAILED WITH to 1946: USN

ATS _____ USN yes USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: USS Ashtabula, USS Gardiners Bay

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

Convoy duty N Atlantic, All major Pacific Fleet Battles and Tokyo Bay surrender

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: US Naval, mAir Station, Ottumwa, Iowa

DO YOU HAVE YOUR USMMA DIPLOMA" yes OTHER _____

HONORABLE DISCHARGE(s) USCG

USN yes O T H E R-----
HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: 3rd Mate Lt. USNRDEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: Chartered Property-casualty Underwriter**JOHN C. BROWN '42 narrative**

Upon graduation from the USMMA, entered U.S.Navy as Ensign. Began sea duty as part of the North Atlantic Convoy operation. Subsequently, transferred to the South Pacific and sea duty, which involved most of the Sea Battles and Island takeovers, as part of the Halsey/Nimitz team. Was In the Pacific area during both Atomic bombings and on board one of the first Navy ships to enter Tokyo Bay following the Japanese surrender and prior to their formal surrender on board nearby Navy vessel USS MISSOURI.

Following transfer to USNR and inactive duty in 1947, completed a formal management training program at the Insurance Company of North America home office in Philadelphia. Upon completion, began underwriting duties which ultimately led to Underwriting Management responsibilities in the Phila. Branch office and later, the Company's head office. During this time, additional formal education was acquired at the Wharton School of the University of PA, and by completing the formal program and achievement of the professional designation, C.P.C.V.Chartered Property Casualty Underwriter.

Subsequently became President of the Philadelphia Chapter of the Society of Chartered Property and Casualty Underwriter and also President of the Walnut Street Club, a Phila. based insurance organization.

In 1975, accepted a senior officer position in reinsurance management firm based in Armond Beach, Florida. Ultimately, became Senior VP in charge of underwriting and In 1988, semiretired with assumed reinsurance responsibilities in a consulting capacity, which continues as of this date.

John C. Brown, Armond Beach, FL, 1992

Robert A. Bryan***Deceased*****KINGS POINT****INDIVIDUAL HISTORY****CLASS OF '42****NAME: (first, md, last)**Robert A Bryan**ADDRESS** 2321 Banbury Loop**CITY:** Martinez **STATE:** CA **ZIP:** 94553**HOME PHONE - Area Code :** 510-370-7639**BIRTHPLACE :** (City, State) Menominee Mi. **DOB:** 12/7/1920**DATE REPORTED TO USMMCC:** May 28 1940

INDOCTRINATION TRAINING AT: Billard Yes Pass Christian _____ Fort
 Schuyler _____ San Mateo _____ Other _____
 SHIPS SAILED ON as CADET/MIDSHIPMAN: SS Elwood, SS Dilworth
 " Z " NUMBER: Z163373 or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Ch Mate
 COMPANY(ies) SAILED WITH to 1946: Pennsylvania Shipping, Keystone Shipping
 ATS _____ USN _____ USCG _____ OTHER _____
 LIST SHIPS AFTER GRADUATION TILL 1946: D~~Charbel~~ Brooklyn, H~~Plate~~ Bellu~~gun~~ Bennington.

TORPEDOED, BOMBED, COLLISION, POW: List Ship, Date and Cause:

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" no OTHER _____

HONORABLE DISCHARGE(s) USCG

USNO T H E R

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Master Unlimited
 DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:
Deceased 19 June 1992

Robert A. Bryan narrative

In May 1940 I was advised that I was accepted as a Cadet in the U. S. Maritime Commission Cadet Corps and was instructed to report to the New York Office at 45 Broadway for indoctrination, etc. At the completion of the formalities, I reported to the Admiral Billard Academy at New London, CT. on May 28, 1940. After about two weeks on indoctrination, I was assigned to the S/S ELWOOD (ex D. J. MORAN ex CHESTER SUN) a tanker operated by the Pennsylvania Shipping Company of Philadelphia. The ELWOOD (ON 236638) was built by Sun Shipyard, Chester, PA as Hu11 No. 1 in 1918.

The ELWOOD was an excellent training ship since the Captain and Chief Mate had me doing all jobs involving the deck department, cargo handling, paperwork, navigation, etc., and also had free access to all areas of the ship. I joined the ship at Sewarren, N. J. about the middle of June 1940 with the first voyage to Houston (Deerpark-Shell Refinery) to load a full cargo of "Bunker C". After the ship started to load, the Chief Mate told me "to watch the tanks and when they were full shut them off." That's all. As I said this ship was a good training ground.

The ELWOOD with the exception of a three month period was in the East Coast - Gulf coastwise trade between New York (Sewarren) and Houston. The three month exception was coastwise trading on the West Coast. I was on the ship until August

1941 - until the company asked me when I was going to take a vacation. I did receive a paid vacation. When the Cadet Corps caught up with me, I was told that there was no vacation. One of the blessings of sailing on tankers was the fact that the docks were so isolated I was not encumbered by Cadet Corps regulations or visits from any of the training representatives. I was assigned to the ELLWOOD for fourteen months without doing any "sea project" or having any contact with the Cadet Corps.

When I completed my vacation I reported to the New York Office , and after catching a little "hell" I was assigned to the Naval Science class at Fort Schyler. Upon completion of the Naval Science Course I was assigned to the S/S DILWORTH (ON 219462) which was built in Alameda, CA in 1920 by Bethlehem Shipbuilding & Drydock Co. The ship was operated by the Pennsylvania Shipping Company, Philadelphia. At the time of joining in November 1941 the ship was trading Coastwise on the East Coast in the clean oil trade (gasoline kerosene heating oil). On December 7, 1941 the ship was in Houston loading a cargo of gasoline for New York. I got off the DILWORTH in May 1942 to get my Third Mates license. For a two week period in May 1942 I was at Kings Point. The first week I was assigned a bunk in the Master Bedroom of the Mansion. The second week, I was assigned a bunk in the caretaker's quarters above the garage.

After completion of the "examination prep" course I sat and obtained my Third Mate's license. I rejoined the DILWORTH as third mate early in June 1942. Went to Houston and loaded a full cargo of avgas for Great Britain. All told I made three trips transatlantic carrying on each trip avgas for discharge in Great Britain. First Milford Haven, Wales the next cargo at Liverpool and the third at Adrosson Scotland. I got off the DILWORTH in February 1943 to raise my license and also to straighten out my draft status. For some reason or other my Draft Board thought that I should be drafted since they considered that I should be 1A. After a little discussion I was able to convince them that I should be classed as 1C. After obtaining my Second Mate's license I joined the S/S BUNKER HILL as second mate. The BUNKER HILL (A T2 tanker built by Sun Hull number 242) was a quantum leap in technology. I made four transatlantic voyages to the UK on the BUNKER HILL before I got off.

In September 1943 I joined the SS BULL RUN as second mate for one trip to the North Coast of South America. In addition, in order to develop sufficient time to up grade my license I made a coastwise trip on the SS CHANCELLORSVILLE from the builder's yard at Sun , Chester, PA to Beaumont, TX.

After upgrading my license to Chief Mate, I joined the SS PETERSBURG in November 1943. I stayed with the ship as Chief Mate until May 1944. During this period I three trips transatlantic to the UK. In June 1944 I rejoined the BUNKER HILL as Chief Mate. After a voyage transatlantic, the ship trading area was transferred to the Pacific theater, making three voyages transpacific to Ulithi Atoll and one voyage to the Persian Gulf. After the termination of hostilities the BUNKER HILL was ordered to Mobile, AL for the removal of armament, and for the preparation of the ship for peace time operation. I got off the ship at that time, December 1945.

Signed R A Bryan

ROBERT A. BRYAN 2321 Banbury Loop, Martinez, CA 94553. Our Class Chaplain-RUSS HOLM advised us of BOB BRYAN sailing over the horizon on June 19, 1992. Bob was born in Menominee, MI. on 12/7/20. In May of 1940, he was accepted as a Cadet USMCCC and reported to Billard Academy on 5/8/40 and sailed tankers till may '42, when he was ordered to KP as a "Special" in training for his license. Bob was licensed in June, sailed tankers through the war, held a Master's license and retired from the Maritime Administration as the West Coast Regional Director. To Mrs. Bryan and family, we, the Class of 1942, express our deepest sympathy. Note: Fortunately, Bob's picture was displayed on page 13 of the May 1992 Newsletter.

Raymond C. Bucher

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Raymond C. Bucher

ADDRESS 20 Cascade Way

CITY: Butler STATE: NJ ZIP: 07405-1902

HOME PHONE - Area Code : 201-838-7363

BIRTHPLACE : (City, State) Utica, NY

DOB: 9/11/1921

DATE REPORTED TO USMMCC: Feb 6, 1941

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
Fort Schuyler yes San Mateo _____ Other _____

SHIPS SAILED ON as CADET/MIDSHIPMAN: Robin Hood, Patrick Henry

" Z " NUMBER: z 216602 or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Master, Exec, Chief Off.

COMPANY(ies) SAILED WITH to 1946: Seas Shipping, Lykes Brothers SS Co.,

.United States Lines

ATS _____ USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: Michael J Stone, MV Sea Serpent,

MS John Ericsson, American Scout

TORPEDOED, BOMBED, COLLISION, POW: List Ship, Date and Cause: Michael J Stone,

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" No OTHER USMMCC 9/2/42

HONORABLE DISCHARGE(s) USCG Yes USN OTHER

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: None master's license last 1/27/61

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

RAYMOND C BUCHER

History- autobiography

The SS Michael J Stone in Mediterranean convoy, while carrying gasoline in steel drums, was attacked by Heinkell-IIIK Torpedo bombers approximately March 15, 1943 approaching destination, Phillippsville Bay with Capt. E. Bann in command. The vessel was swung hard to port and evaded two torpedoes -- one passing down each side of the vessel. There was no damage to the vessel and no casualties among those on board. The Navy gun crew was later cited for shooting down two enemy planes.

From March 16, 1944 I served 10 months as second officer on MV Sea Serpent and 7 months more as executive and chief officer on the Sea Serpent. I do not recall when Sea Serpent was named the Navy's Commodore vessel to lead the convoy. But I know I became the Commodore's navigator. I do not recall the Commodore's name either, but I know we became good friends and he watched me work up an plot my stars and other bodies at evening and early morning. I think he was amazed at my results and he thanked me profusely at the end of the line. I think he came to realize that Merchant Mariners can be skillful navigators too.